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1901

Illustrated

HISTORY OF SOUTH BOSTON

ISSUED IN CONJUNCTION WITH AND UNDER AUSPICES OF
THE SOUTH BOSTON CITIZENS' ASSOCIATION

COMPRISING
AN HISTORIC RECORD AND PICTORIAL DESCRIPTION
OF THE DISTRICT, PAST AND PRESENT

COMPILED BY
C. BANCROFT GILLESPIE

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BOSTON IN ITS MOST FAVORABLE ASPECT AT
BEGINNING OF TWENTIETH CENTURY.
PRESENT PROSPECTS



SOUTH BOSTON :
INQUIRER PUBLISHING COMPANY

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NEW DORCHESTER HEIGHTS MONUMENT
PERPETUATING THE ERECTION OF AMERICAN FORTIFICATIONS THAT FORCED BRITISH TO
EVACUATE BOSTON, MARCH 17, 1775.

SOUTH BOSTON

A SKETCH *of the* EARLY PERIOD *of* ITS HISTORY

FROM the counties of Devon, Dorset, and Somerset in England, came in 1630 a sturdy set of people to seek their future home on this side of the Atlantic. Long preparation had been made for this voyage, and after many discouragements, incidental to a journey of this kind in those early years of the history of this continent, their hopes were at last partly gratified, when they set sail on the 20th of March in the ship "Mary and John." They were nearly sixty days on the deep. The coast of Massachusetts came to view on May 29, 1630. By an agreement with the captain of the above vessel, their place of landing was to be on the banks of the Charles River, but doubtless, for some good reason, they touched the soil of the new country at Nantasket point. Three days after this, in coming up the old harbor, they sighted the peninsula, now known as South Boston, and pronounced it a good place for the pasturage of cattle. They erected, however, their tents and cabins in the locality now known as Dorchester, formerly called Mattapan, and recognized the adjoining peninsula as Mattapanock. Had Dorchester bay answered the commercial interests of these early settlers, there is good reason to believe, that Shawmut, the former name of Boston would never have superseded the other advantages of Dorchester. Soon after their arrival at this spot, not a few removed to the locality of Boston. Dorchester likewise owes a debt to South Boston, for it was the attractive pasturage of the latter, that induced these adventurers from the old country to make their first landing spot in this locality. They undoubtedly would soon have abandoned it, had not the advantages of the penin-

sular district appealed to them strongly in this direction.

These settlers toiled hard and long to make the rough places habitable. Trees were felled, soil was broken, and the Indians took unkindly to their appearance. Their hardships were increased by unfordable tidewater rivers and wet meadows. Everything appeared to be against them. The lesson of their endurance looms up before us, as a precious legacy of their bravery, and their deter-



OLD HOUSE ON FOURTH STREET
WHERE THE FIRST SERVICES OF THE PHILLIPS
CHURCH WERE HELD.

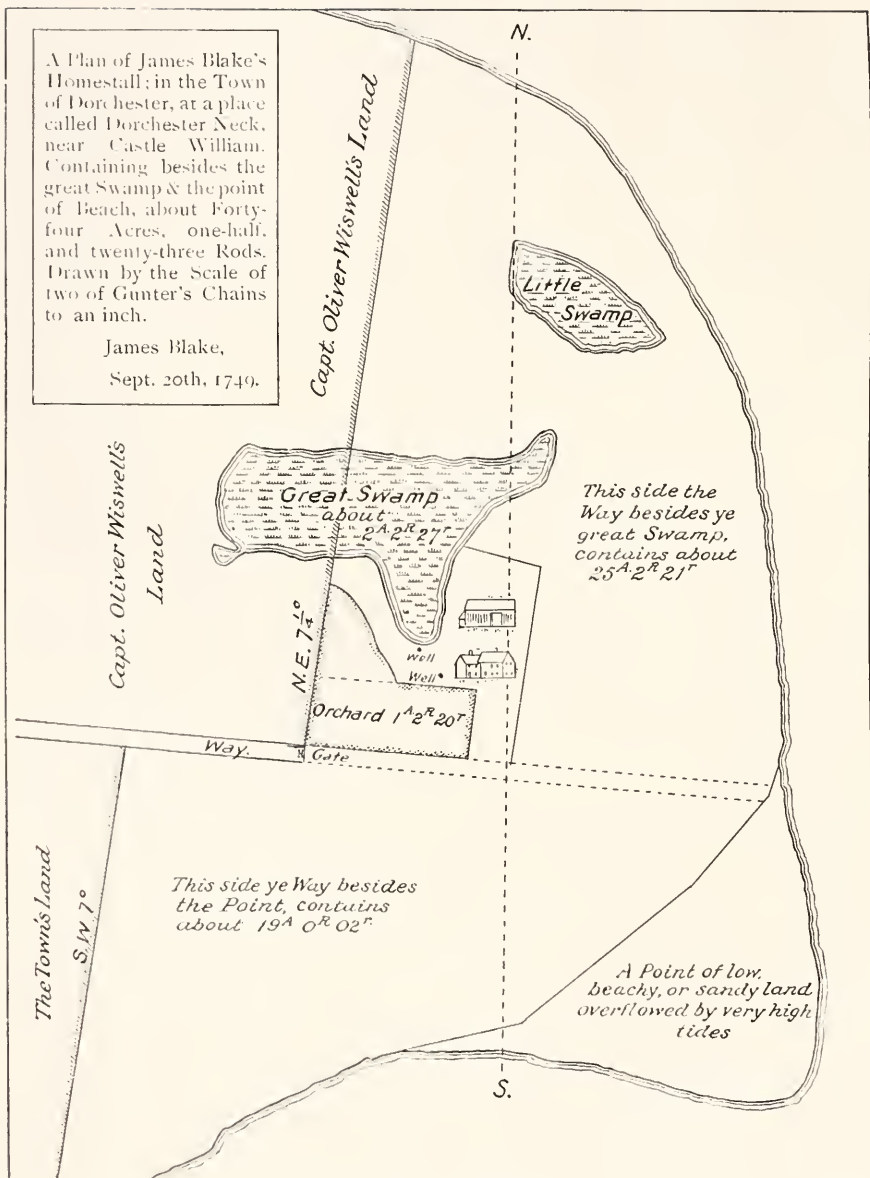
mination to succeed. When threatened with hunger, Captain Clap tells us, "When I could have meal and water and salt boiled together, it was so good, who could wish better? And it was not accounted a strange thing in these days to drink water, and to eat Samp or Hominy without Butter or Milk. Indeed it would have been a strange thing to see a piece of roast beef, mutton, or veal, though it was not long before there was roast goat."

In 1631 there was not a loaf of bread in anybody's house but the governor's. But there was no despair. Through the

A Plan of James Blake's Homestall; in the Town of Dorchester, at a place called Dorchester Neck, near Castle William. Containing besides the great Swamp & the point of Beach, about Forty-four Acres, one-half, and twenty-three Rods. Drawn by the Scale of two of Gunter's Chains to an inch.

James Blake,

Sept. 20th, 1749.

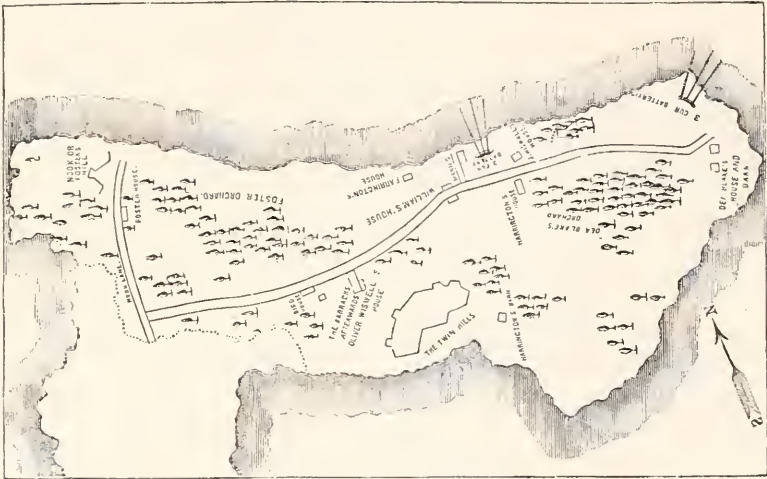


CHIV POINT IN 1749.

LOANED BY FRANCIS E. BLAKE.

request of the governor, Ireland was appealed to for a supply of food. A ship, known as the "Lion" brought over a good supply of provisions, and there was rejoicing everywhere. Care, foresight, wisdom in the details of managing the colony were rewarded. The next few years improvements appeared on every hand. Ships kept coming. New prospects kept opening. With the Rev. Richard Mather, who chose the lot of these colonists of Dorchester, came in the same ship with him, in the year 1635, one hundred passengers, twenty-three seamen, twenty-three cows and heifers, three

grass, its hills and meadows, its large and shady trees, and here and there scattered over the fields the cattle, standing and watching their turn at the closing of the day, to be taken back along that pathway, that so conspicuously marked the approach to the Neck, as it was commonly called in those days. Laws and regulations were introduced for the preservation of the pasture, and in 1639 no swine could be kept at the great Neck. Every precaution was taken to keep up the appearance of the peninsula, and at a regular town meeting in 1657, it was ordered that the "proprietors of the Neck



MAP OF SOUTH BOSTON, DRAWN BY BRITISH OFFICER IN 1774.

(Generally considered incorrect.)

sucking calves, and eight mares. These were all pastured in South Boston.

Everyone had a right, up to 1637, to use the peninsular district for their live stock. A time came for some distinction to be made. This was rendered necessary for obvious reasons. The town records of Dorchester give the names of those persons who were entitled to this privilege. Among them, with many others, appear the names of William Blake, Bernard Capen, Roger Clap, Widow Foster, Christopher Gibson, Richard Hawes, George Minot and George Proctor.

Beautiful indeed was the South Boston of those days, with its rich growth of

be requested to repair the fence and causeway, and in default of so doing, they be prosecuted under the law in regard to roads and fences."

The time came for the Neck to be settled. Captain Hopestill Foster, who died in 1676, owned a large lot of land, known as Leek hill, near the present junction of Second and Dorchester streets. This eminence was fortified by the Americans during the Revolutionary war. His son came over to live at the Neck somewhere near 1674. Besides other property owned by this Englishman, who came over in 1635, may be mentioned the "quarry" near the corner of E and Bowen

streets. This yielded a good profit in its day. Many of the gravestones in the old burying ground at Dorchester were prepared here. A boat also plied between Boston and Charlestown and the Neck laden with the stone from this quarry. This industry was well known. It is probable that the first house erected in South Boston was on the site occupied in later years by the E Street Congregational Church. Captain Foster set apart a lot in 1676 to be used for the erection of a meeting house. This was never carried out. His son, James Foster, inherited lands which are now occupied by seven religious buildings. The Blake house, the property of Deacon James

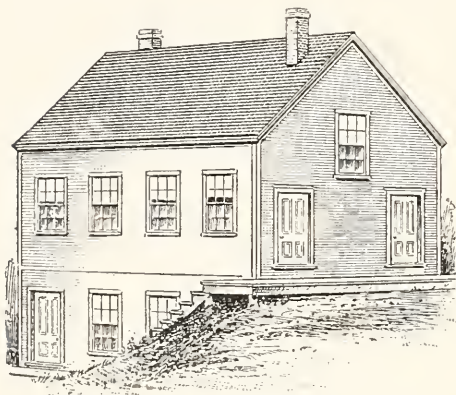
Bird purchased the rights of his other brothers a few years later, and his son Benjamin inherited his property, and other lands acquired by himself, in all thirty acres, which were bounded by the old road, or Emerson street on the north, and Old Harbor on the south, running from G to I street. The house erected, together with others, was afterwards destroyed by the British in 1776.

Twenty-four acres of ploughed land on the Neck fell through inheritance to Captain John Withington. In all probability, upon his marriage, he built a house upon his land. In 1690 he was living there, and being of adventurous spirit, he, with others, undertook an expedition under Sir William Phips against Quebec. It was not a success. No one ever returned to tell of his fate. After his relatives had waited four years to get some tidings of his whereabouts, and failed, it was decided that his death was no longer to be doubted, and an inventory of his estate would be made. This is interesting, for it is the earliest record of its kind. A dwelling house and barn, together with forty-nine acres of land adjoining, is mentioned, and valued at £377. He owned also thirteen acres of land, and the same number in the salt marsh and meadows, making twenty-six in all. This did not include seventy acres of woodland, which is set down at £66.

He was, apparently, a land owner of recognized prominence in his time. His estate was on the south side of the road to Fort Independence. (This was referred to in those days as Castle William, which was built in 1633.)

This road to the castle took the line of the present Dorchester street to Emerson, then passed into Fourth street unto the shore. His house stood somewhere between I and K streets, near Sixth street, but the property went as far as Old Harbor on the south.

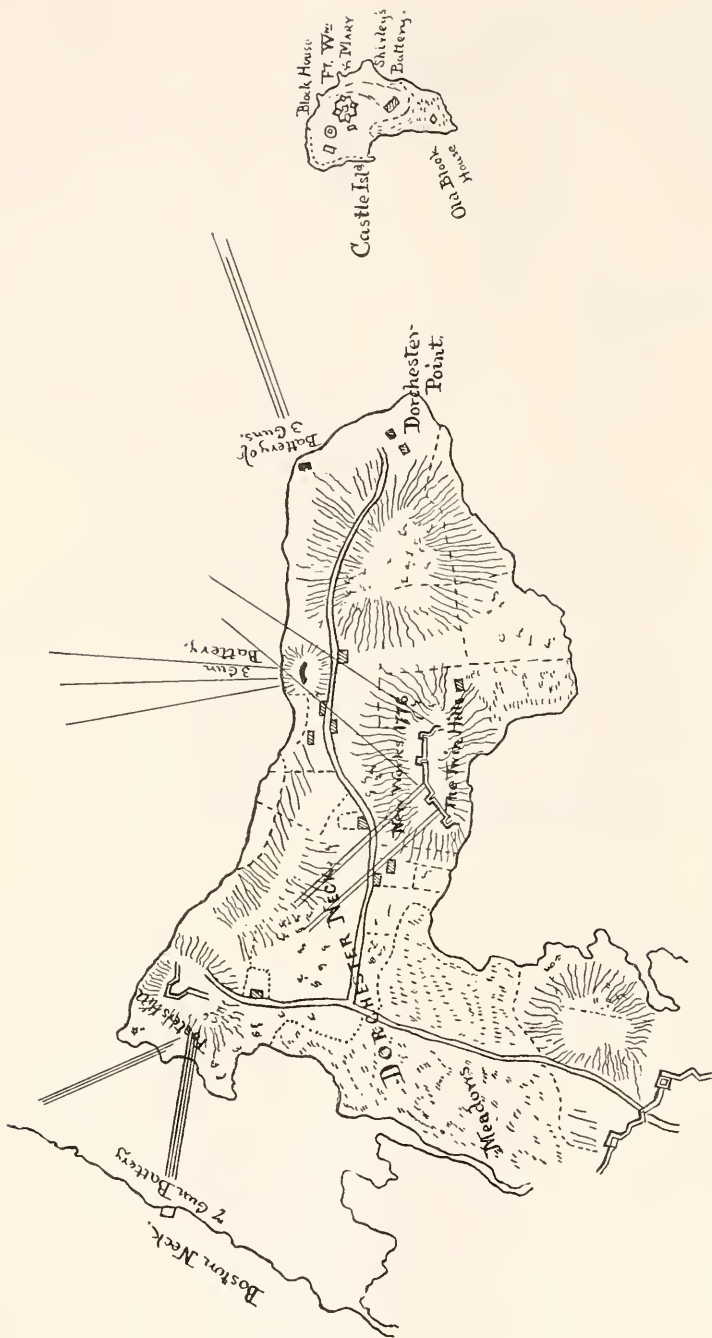
West of K street the road to Powwow point was found, and this allowed an entrance to the large estate. The house had a garden in front, with a well near by, and in the background was a large orchard. Richard, the son of the captain,



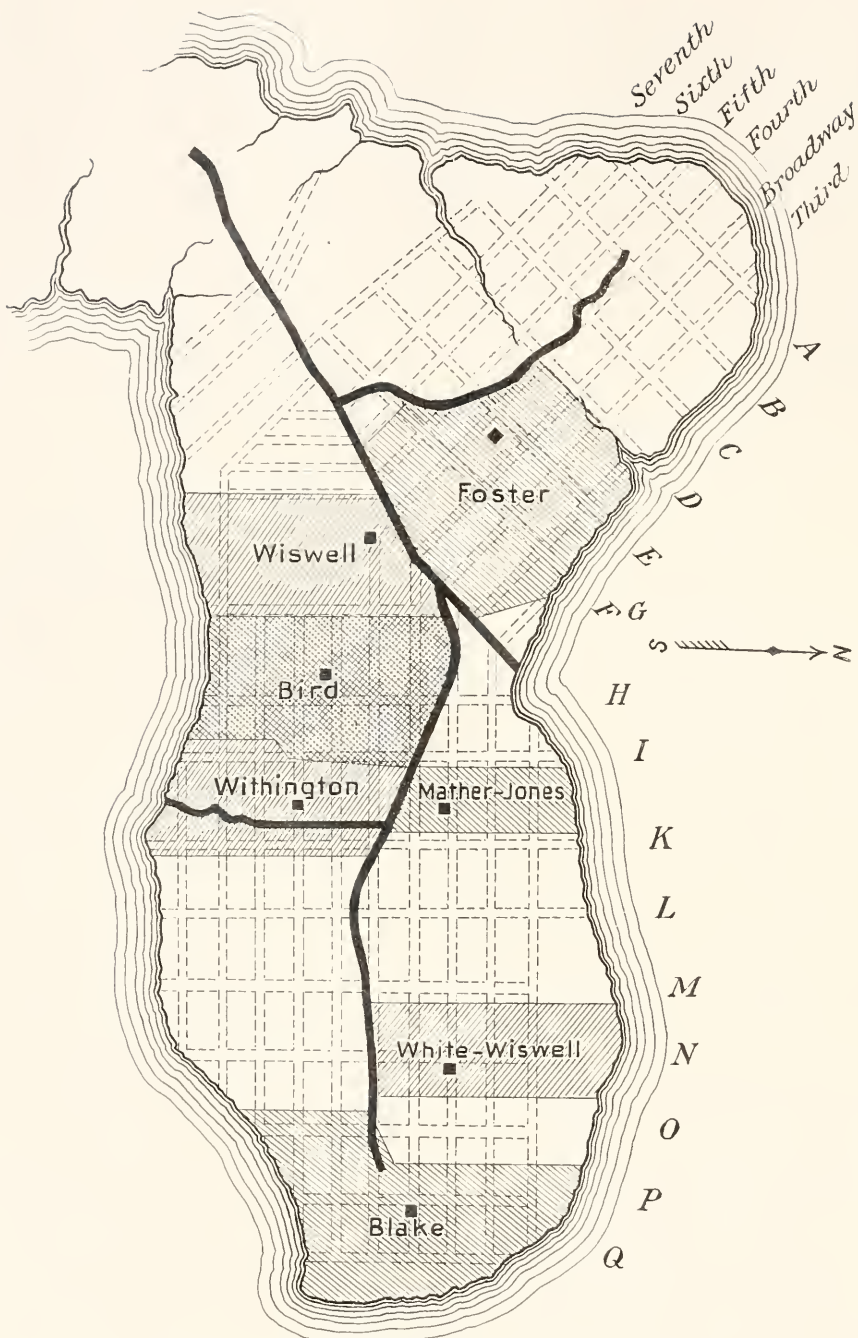
FIRST BAPTIST MEETING HOUSE.
CORNER BROADWAY AND C STREET.

Blake, at the point, was not erected until 1680, and this was doubtless the second dwelling house, and not the first as often supposed. Mr. Abraham Gould, through marriage, inherited a large portion of the Foster estate.

Thirty-six acres lying between Dorchester, Third, Old Harbour and G streets belonged to Oliver Wiswell. He lived on Fourth street, near the Bird school house, and plied the trade of cord winder. Dorchester Heights were owned by Messrs. Wiswell and Bird, and before 1800 no families lived in this locality, except those represented by these names. The Bird brothers in 1677 purchased of Samuel Farnsworth eighteen acres of land upon the Neck for fifty-five pounds. Thomas



DORCHESTER NECK, FROM PELHAM'S MAP, 1777.



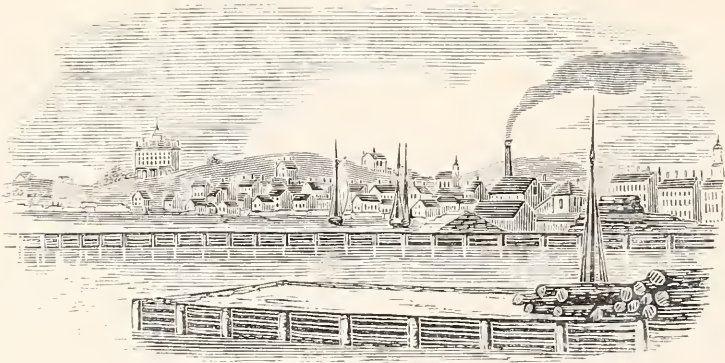
DORCHESTER NECK, 1725.—SOUTH BOSTON, 1875.

came finally into the possession of this property, and his son, Hopestill, made many improvements in it. The British soldiers put the torch to it in 1776. Part of this property was afterwards purchased by the Rev. John Hawes, who erected a house upon it in 1805, or thereabouts, known afterwards as the "Capen house."

Richard Mather owned thirty-two acres at the Neck in 1686. He often sent his bull to feed upon the very ground, where now stands a school bearing this name. His property was mortgaged in 1687, and was afterwards sold for £250 to Isaac Jones. This family held it for fifty years. Ebenezer, his son, worked upon this farm, and was a quiet inoffensive person.

estate. The wine at his funeral cost £5 12s., and the gloves went up to £12. Husking parties were popular, and it required some skill in making preparation for these. A charge was often made for admission. In this way, the Blakes, Wiswells, Birds, Fosters, and Withingtons spent many a happy social hour together, and went around to one another's houses to drive dull care away.

James and Hopestill Foster afterwards purchased this property, and the house was one among the few, which escaped destruction by the British in February, 1776. A larger part of the estate was sold in 1785 to Ephraim Mann, and as the Mann estate, it was familiarly known to many old



SOUTH BOSTON IN 1832

His humility marked itself upon his neighbors, and his care in the administration of his affairs is noticeable in the few family documents, which have come down to us.

The estate went north of the road to the castle, and was near the limits of I and K streets down to the shore.

The house stood some distance from the road, with a narrow path leading to it. The barn was nearly to the north. The house had two stories. The well was in front, and a pond for watering the cattle stood at the back of the barn. This water was like the spring of clear water which was at the foot of K street, at Powwow point.

The peculiar customs of the times are revealed in the inventory of Mr. Jones'

South Bostonians. The first wharf projected from this property, westerly in the neighborhood of K street into the harbor.

Mr. Ebenezer Jones was very careful of his personal effects. When Messrs. Wiswell, Bird, and Blake took it upon themselves to make an inventory of his personal property, they valued one suit of clothes belonging to him at £12; a hat at £2; three old hats are down upon the list at 10s. The land of the salt marsh at Little Neck i.e., Washington village, over five acres, is valued at £176.

Mr. James White, another owner of Neck lands was fortunate in his marriages. His first wife, Sarah Baker, put him into possession of thirteen acres with a dwelling house. Eight years after she died

he courted and won the hand of Captain John Withington's widow, and lived in her dwelling for many years. Before he died, he sold to James Blake a house and barn with seventeen acres of land, located on the northern side of the Neck, between M and N streets, which afterwards became known as the property of the city. East of Independence square in this neighborhood was the site of the dwelling. Oliver Wiswell, Jr., in 1738,

way leading to the castle, being about six and thirty acres," said Mr. James Blake, in his will, who died in 1700, "I give to my son James, and all my land at Dorchester Neck adjoining his house that he dwells in." This house was the second one erected at the Neck. It was located at the extreme end, near the southeastern corner of Broadway and P street. The house of Mr. Foster was a mile distant.

Such a site for a dwelling had an un-



BROADWAY IN 1852, SHOWING PERKINS INSTITUTION.

became the owner of the property with seven acres additional. The house was not very substantial, and was taxed for £1 14s. The barn was afterwards destroyed, but nothing definite is known of the fate of the house. Probably the British soldiers spared it for their own use. Eventually, this whole estate was owned by the city and public buildings were erected here in later years.

"All my lands on both sides of the

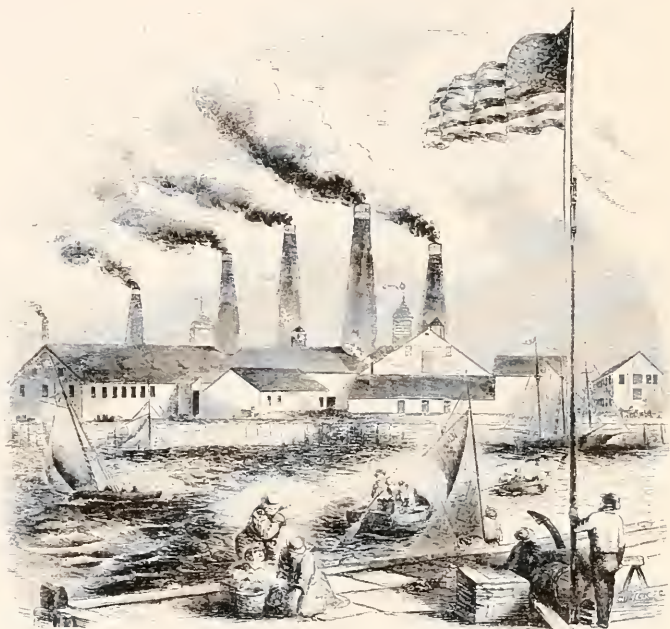
obstructed view of the harbor, and was little frequented, except by a few neighbors and the soldiers, whose duties called them to Castle William. Along the main road, which was Dorchester street to Emerson, thence into Fourth, and then on to the shore, passed either to mill or meeting, Deacon Blake, as he was often called. He was well-known and highly respected. Not only did he till the ground, but he was an "all round man,"

and often consulted upon matters bearing upon the welfare of the town and country, and for nearly fifty years went in and out among his neighbors, as a wise counsellor and an upright townsman. He sells in the old cemetery in Dorchester. £43 were paid at his funeral for crape "syrus, handkerchiefs, hatband crape silk, qually binding. etc."

His son James acquired through inheritance and purchase, the house and property on the road to Castle William, comprising forty-four acres. This was improved during the lifetime of Mr. Blake by a new dwelling and barn. He made a popular public servant. As town clerk, for twenty-four years, he rendered admirable assistance in keeping the records, which show care and faithfulness, and it is evident that his living so far from the centre of the town did not in any way detract from his popularity and usefulness as a town officer. The president of Harvard college consulted him about the lands at the Neck, and he was a recognized authority upon this

matter, and his services were often in demand as an executor, administrator, guardian, or compiler of public records. His death occurred in 1750. Samuel, his son, inherited all his property, but he died a few years after his father. Mrs. Patience Blake was left with nine children, and when the first school was started in 1762, she became the teacher. Mr. James Blake, the brother of Samuel, lived with her for many years. The British became troublesome, and in 1775 matters took the shape of warlike operations, and

many people at the Neck removed to safe quarters. When the son of Mr. James Blake was sent upon the mission of removing the window glass from the house, a shot from the fort opposite whizzed through the window in close proximity to where the young man was working. From this, he took the hint that the Britishers were bound to trouble anyone who came to protect their property. This house was burned, February 13, 1776. The family, from a slight elevation in Dorchester, afterwards saw the old homestead made



OLD SUFFOLK GLASS WORKS IN 1849.

a prey to the flames. In 1784 a larger house was erected, and the property remained in the hands of the Blake family till 1866. Upon the original portion of the Blake estate, Mr. Adam Bent built a house near the corner of Q and Fourth streets in or near the year 1810.

The few inhabitants of the peninsula in those days, did nothing, comparatively speaking, to warrant the unmerciful and cruel raids perpetrated by the British soldiers, and it is much to their credit that they maintained their courage.

DORCHESTER HEIGHTS.

A map of the Revolutionary War, in representing the Neck, would give two hills, East and West hills, Twin hills as they were commonly called. Foster's hill was to the extreme west. Upon this spot now stands the Lawrence school and accepted as the place to mark the evacuation of Boston by the British troops. Independence square was called Bush Tree hill. Leek hill was at the north of Dorchester-street, on the water side. The extreme eastern hill was known as the Battery.

The British conspicuously blundered

The Heights were fortified in March, 1776, by the request of General Washington. Action like this rendered the British nervous, as their troops were in Boston. The Americans made a sharp and decisive move. England was watching, and pronounced it to be this. Lieutenant Leslie went with a detachment from Castle William, and his instructions were to destroy every house and barn on the Neck. Six of the American guards were taken prisoner, besides an old man. Six dwellings out of eleven, and ten barns and shops, or sheds, were burned.

Matters were getting warmer for a closer contact. General Washington had his



RESIDENCE OF NOAH BROOKS, IN 1825.

in not taking possession of Dorchester Heights. When the twelve families were forced to leave their dwellings upon the Neck, they did so for the reason that they thought all along this spot would have been seized and fortified by the British. The only road leading from the Neck to Dorchester was often flooded at high tide, and to be caught in the peninsular district by the tide, and by the tyranny and oppression of the British soldiers was not very appetizing to the Yankee of those days. Consequently, in 1775, South Boston was deserted. The Americans were wise where the British were foolish.

eye upon fortifying Dorchester Heights. From Cambridge, shot and shell fell upon the British in Boston, and heavy firing was kept up by both sides.

On March 4, active preparations were under way. In silence, with not a word above a whisper, passed two thousand Americans, covered by a party of eight hundred not far away, up to Dorchester Heights. The night was favorable. The stars in their courses were fighting against the British. Even the moon, later on, crept silently over the horizon, and sent her silvery rays over the bended forms of laborers, farmers, soldiers, working with



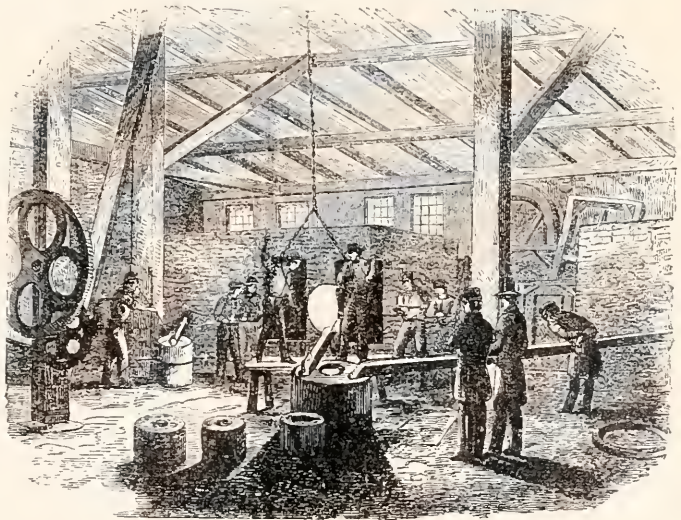
ALGER'S IRON FOUNDRY IN 1854.

a will to make Dorchester Heights as formidable as possible. The well-known engineer of Bunker Hill, Colonel Richard Gridley was there, superintending the details of the work. Night wore away, amid the continued flash and booming of cannon in the distance. With resolute hearts, the Americans welcomed the dawn with two strong fortifications. Their work had brought forth fruit.

General Howe ate his breakfast March 5 with little relish. South Boston had during the night become aggressive with American enterprise. The Twin hills stared the British general with eyes of vengeance. No wonder his heart failed, for when he saw the forts he exclaimed,

"I know not what I shall do! The rebels have done more in one night than my whole army would have done in a month."

"Drive the Americans from Dorchester Heights," this was the thought that rankled in his breast. The Americans saw events were hourly becoming more



INTERIOR OF ALGER'S IRON FOUNDRY IN 1850.
CASTING 25,000 POUND CANNON.

serious. Washington went in and out among the soldiers, saying "Remember it is the fifth of March, and avenge the death of your brethren." Over a hundred years after this, a similar cry "Remember the Maine," went reverberating through this land. Both cries meant action. A violent storm beat upon the British troops embarking for the castle. Rain came down in sheets. Plan after plan was intercepted. The secluded Americans added piece to piece on the Heights. Their courage grew stronger, and the fortifications were frowning upon the enemy. The news got abroad that General Howe would not attempt any

the only persons who lost their lives in Mattanpnock during this exciting interval.

In all eight hundred shot were heard from the American side on March 10, which was Sunday. The action became demonstrative. Americans were over eager to make a more decisive opposition. The suspense was trying, and Washington was careful to save life, as well as to watch the hesitation of General Howe about evacuating the city. Hook's hill was more strongly fortified. There the mouths of the cannons were opened upon the very centre of the town. Noddle's Island was about to be crowned with



TABLET PLACED ON LAWRENCE SCHOOL BY SONS OF THE REVOLUTION.

attack. The Tories were crazed at the announcement of this decision and they beat a hasty retreat. Even his soldiers took advantage of this, and went to plundering the houses of Boston. South Boston had terrorized British Boston. Boston must be destroyed, yelled the Americans, and they meant it. Batteries were placed upon Leak and Bird's hill, and these turned among the fleet in the harbor, if necessary. When the British saw a battery on Hook's hill, their fear increased, and they poured their shot from the 'Green Store battery in it. On this hill four soldiers and a surgeon were killed,

guns. On March 17, 1776, the army of General Howe took the strong hint that had been given them for over a week. They left the wharves of Boston and eyed, as they sailed down the harbor, the silent fortifications that would have effectively answered any sort of opposition. England felt crestfallen at the departure of her troops. The beginning of the reverses had started, and other events were to follow in the wake of this one, which would proclaim for ever American independence.

To South Boston, as a locality, belongs rightly the honor of effectively dislodging the British from their stronghold in Boston. The event by itself did more to

¹ This was located at the corner of Washington and Dover streets.



OLD ST. MATTHEW'S IN 1818.
BROADWAY BETWEEN D AND E STREETS.



SOUTH BOSTON M. E. CHURCH IN 1840.
D STREET BETWEEN FOURTH AND BROADWAY.



OLD ST. PETER AND ST. PAUL'S
BEFORE BEING DESTROYED BY FIRE.



OLD SOUTH BAPTIST CHURCH, FOUNDED 1830.
BROADWAY AND C STREET.



HAWES PLACE CHURCH, ERECTED 1853.



OLD PHILLIPS CHURCH,
BROADWAY AND A STREET.

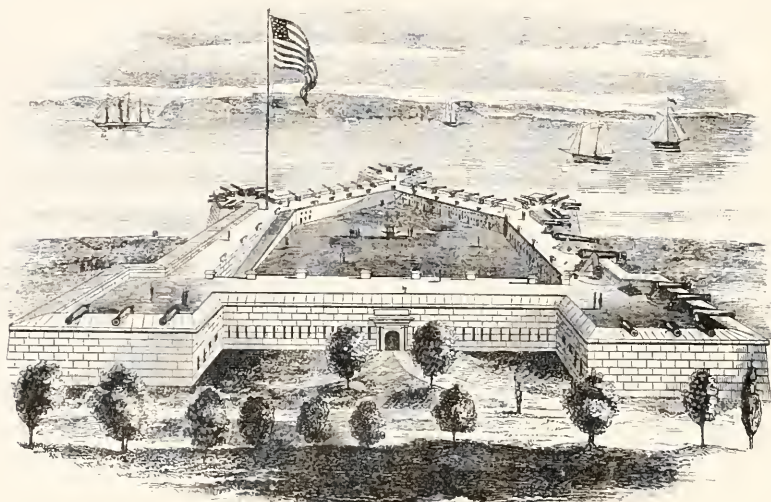
A GROUP OF EARLY CHURCHES.

restore confidence in the justice of the American side than anything else. After it things did take a turn, and the dawn of independence was breaking.

There is always a little fun lurking around a serious moment, and the Americans, though tired, and oppressed somewhat by their responsibilities, did not forget that an occasional joke would help to keep up their spirits. Upon the night of the proposed attack by the British, the sentinels became weary with constant watchings, and desiring to shelter themselves from the raging storm, beating heavily upon them, sought cover under a

The excitement was over in a moment. When the secret was explained, every one went back to sleeping quarters, feeling at the same time, that the joke was too good to be forgotten for many a day.

When the tea was thrown over board, some of it came ashore at South Boston. There was a good-natured man doing the chores for an aged woman named Mrs. Foster; she was a strong-minded American. He could not resist the temptation of collecting this tea and storing it in this woman's farm. Many a time he attempted to make a cup of tea out of it, but Mrs. Foster would read the riot act



FORT INDEPENDENCE IN 1850.

THEN A TOWER OF STRENGTH AND GARRISONED BY 400 MEN.

neighboring pile of wood. Poor fellows, they were so tired, that sleep came to them in a instant. Some good-natured soldier nearby took in the situation in a glance, and getting together as quietly as possible a barrel, filled it with stones, and sent it rolling down the hill, in the direction of the sleepers. With a bound and a leap the barrel rolled along, and then, ultimately, dashed itself against the pile of boards. In every direction the boards flew. The sentinels were awakened by the noise, and not stopping to examine the cause, at once fired their guns, and aroused the whole camp. Every eye was opened, but where was the enemy?

to him, and uphold the glories of being a Whig, with now and then a deep thrust at the Tories. The tea was never used, for her eloquence did avail, and the hired man, though he liked a cup of tea, yet could not overcome the feeling that the beverage might turn him into a Tory.

Dorchester Heights is to-day marked by a monument, which will forever impress this great achievement of driving the enemy from Boston upon the mind of future generations. The monument, by itself, is a noble tribute to these sturdy and valiant Americans, but nearby is a structure standing for higher education, one of the great blessings of the

American liberty, which this victory helped to make way for. This spot will be sacred with a priceless heritage that every true American will be proud of and ever grateful for.

EVENTS FROM 1776 ONWARDS.

No growth to any gratifying extent took place from 1776 to 1806 in this locality. The school and the church were still on the other side of the causeway. As early as 1761 a grant of twenty dollars was allowed Dorchester Neck by the town of Dorchester for the support of a school. The amount was afterwards

No large sailing boat could go between South Boston and Boston. In 1796, a company was incorporated for the purpose of constructing a canal to Roxbury. This was a movement, which would eventually result in other enterprises. Besides being a business matter, it paved the way for closer and more convenient approaches between the various towns, already growing in population, and adding materially to their wealth. Boston and Dorchester were separated by water and there was no communication between them, except by boats or through Roxbury.

When the more progressive towns-



DORCHESTER HEIGHTS AT THE BEGINNING OF THE NINETEENTH CENTURY.
LOOKING FROM BOSTON COMMON.

increased to thirty dollars, and even this, was an insufficient sum for so worthy an object. The causeway was a source of vexation to the dwellers at the Neck, for at high tide, it was rendered impassable. When this happened on Sundays, it interfered with the good intentions of those who desired to "attend meeting."

Smallpox made its appearance and greatly alarmed the people. Inoculation was introduced with much opposition. In 1792, a hospital for those who were inoculated was located at the peninsula, and was placed under the charge of Dr. Phineas Allen. The house of Mr. Jonathan Bird was used as a hospital for this purpose.

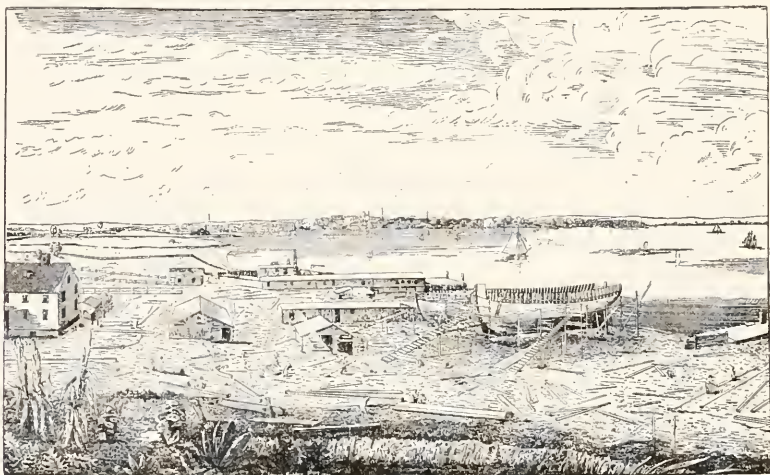
people began to agitate the matter of annexation of the Neck to Boston, it was not received with favor by many of the people of Dorchester. There was a Puritanical slowness apparent. Old men ran their fingers through their silvery locks, and pulled at their long beards with a doubtful look written over their faces. Meeting after meeting took place, and warm disputes followed, with nothing definite in view. It was believed that the annexation would end in the building of a bridge. Mr. William Tudor, a man of prominence and influence urged the annexation. Dorchester people made themselves believe that they had a peculiar right upon Mattapanock. Money

sometimes changes people's opinions. Twenty thousand dollars were offered Dorchester people not to oppose the bill before the legislature. They refused it and, sad for them, the legislature passed the bill March 6, 1804, and they lost their case, as well as the above pecuniary consideration. Land at the Neck was worth forty dollars an acre in 1803, it sold in 1805 from \$400 to \$500 an acre. People now, who owned property, began to see good times before them. Mr. Abraham Gould was the largest property owner, and was taxed \$170.23 yearly upon \$27,000, and Jonathan Bird paid \$97.85 upon \$15,400. Many needed improve-

and boisterous time rang through its halls. The Twelfth Ward Hotel, not far away, at the corner of Fourth and Turnpike (Dorchester ave.) streets was another place of refreshment and ease. These buildings, with Mr. Gould's house near the corner of Fourth and E streets, were the only brick buildings then on the peninsula.

With all the energy, and attractiveness, which these men put into their business, there was not patronage enough to guarantee success and the hotel business sank into insignificance five years afterwards.

Row boats were used to carry passen-



SHIPBUILDING AT LEEK HILL, FOOT OF DORCHESTER STREET.

ments came with this boom in real estate, and a bridge was authorized by the same act, annexing the Neck lands to Boston.

When South Boston yielded up its independence, it contained about six hundred acres of upland, and nineteen persons paid poll tax.

Everyone now had an eye for business. Mr. William Tudor was keeping up his portion of the interest and erected a large block of brick buildings at the corner of Broadway and A street. Mr. Murphy swung out a large golden ball outside of a public house, known then as the South Boston Hotel. It was a familiar sign in those days, and many a good

gers from Windmill Point to the foot of B street, and from Rainsford's lane to the foot of Fourth street. There was some talk of changing this crude means of communication and a bridge from Windmill Point to the Neck was spoken of. This led to a controversy about the location of a bridge, which for the space of twenty-five years was more or less discussed. Editors of newspapers waxed warm in defence of their respective sides. Governor Strong, in signing the bill incorporating the proprietors of the Boston South bridge, gave impetus to a movement which resulted finally in the erection of a bridge, which was com-

pleted July, 1805. It cost \$56,000. Although there was a great demonstration, when it was open, it was not what all the people in South Boston wanted. Many pressed their plea for a bridge from Wheeler's Point and great was the enthusiasm over it.

Faneuil Hall was filled February 4, 1805, where a town meeting was held. So deep was the interest, that a larger place for the hundreds interested, was chosen, and the Universalist church was hired. Here at this gathering, the bridge controversy was spirited and lengthy. Those who were in favor of a bridge from Wheeler's Point to South Boston

of Representatives. Thus the subject, which was at one time upon the eve of settlement at another went back into its resting place, until the best citizens were discouraged. In 1823, the subject came up again and a free bridge from Wheeler's Point to South Boston was agitated. It hung fire for a long time. Politics now entered into the subject. "Is he in favor of the bridge?" was one of the crucial questions asked of the political aspirant. Children talked about it, women buzzed it into the ears of their neighbors, clergymen found room for it in their sermons and the corridors of the State House were noisy with the



CUTTING DOWN LEEK HILL.

gained their point, but they had more difficulties ahead of them. It was when they came in contact with the General Court, where their opponents were in authority. It was agreed that the matter for a time should be dropped, enthusiasm cooled down and it was not till January, 1807, when the slumbering fire of controversy was again poked up. Many strange repulsive sides of the force of argument showed themselves. The Old South church rang with the cries of men, who demanded to be heard. Cat yells, shrieks, and applause drowned the voice of the speakers. When the Senate agreed to a proposition for a new bridge, it was afterwards blocked in the House

disputes. When a bill authorizing the building of the North Free bridge was passed, it was a seasonable relief, and both sides were glad some sort of a decision was reached. The South bridge became city property in a deed bearing the date April 19, 1832, and was afterwards known as the Dover Street bridge. The North Free bridge was, in 1856, known as the Federal Street bridge. When the railroads made their appearance, the Old Colony bridge as well as the Evan's railroad bridge and Boston and N. Y. Central R.R. bridge changed the old appearance of South Boston, and marked a new era of growth along commercial lines.

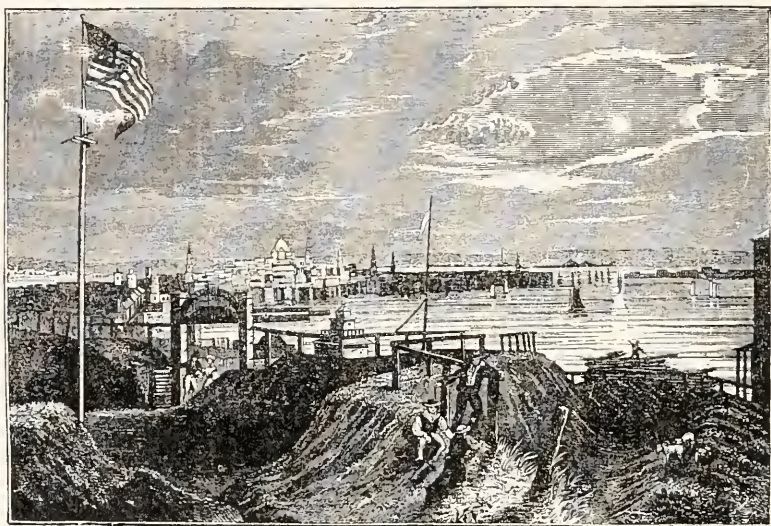
THE WAR OF 1812.

When the rumor of war was again heard in the land, South Boston put on its defensive armor. Dorchester Heights was made more formidable, a new powder house was erected, and cannons were placed at the extreme eastern point. This war with England aroused the dwellers in the peninsula. Patriotism, that for a short term of years was lukewarm, now rose to the exciting point. Wooden barracks were put up in a large field lying north of Broadway, between

soldiers amused themselves in their pranks and games, but, after several months' service, nothing developed to warrant the defensive attitude, which the district prepared for, and the troops broke ranks. It was not till 1860, that another demonstration in the time of the civil war was made.

EARLY EXECUTIONS.

Pirates at the beginning of the nineteenth century were reckoned, as a class, deserving of hanging. In 1813, Samuel



DORCHESTER HEIGHTS IN 1840, SHOWING TEMPORARY ARCH ERECTED FOR
"HARRISON DAY."

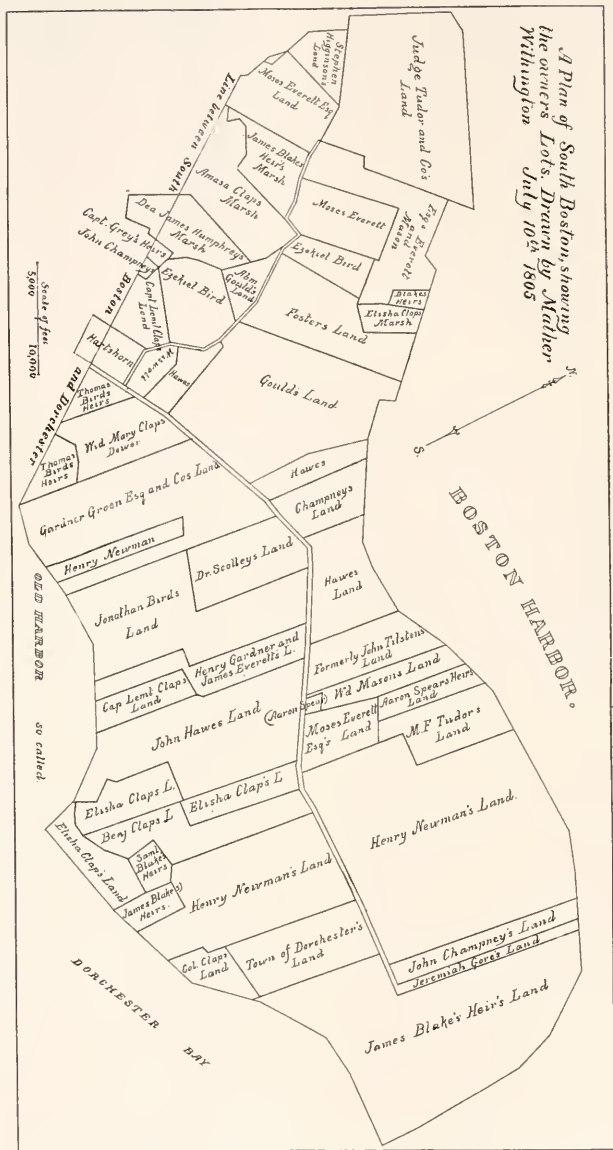
D and Dorchester streets. Twice a day, the militia were drilled in the wide open fields where there were few, if any houses.

Captain McNeil had a recruiting office at A street and Broadway. He was a jolly, enthusiastic patriot. Here many a young man enlisted, and was quartered till sent to other parts of the country. Guards patrolled the beach and shadowed every suspicious looking character. No one was allowed to leave the peninsula by night. A sentinel on the heights kept strict watch upon the sailing craft in the harbor, and many false alarms were given of the approach of the enemy. The

Tully, and John Dalton were convicted and sentenced to be hanged at the foot off Nooks Hill, corner of C and Third streets. First came the deputy marshal on horseback, bearing a silver oar, in this procession from Charlestown state prison, then a carriage containing the officers of the state prison, and the marshal and sheriff of Suffolk county. The criminals followed in a cart, covered in black. They had their hands tied behind their backs, and wore white caps. From each side of the cart, their coffins could be seen. The chaplain, the Rev. Mr. Collier was in attendance and at the end of the

BOSTON HARBOR

Mass.



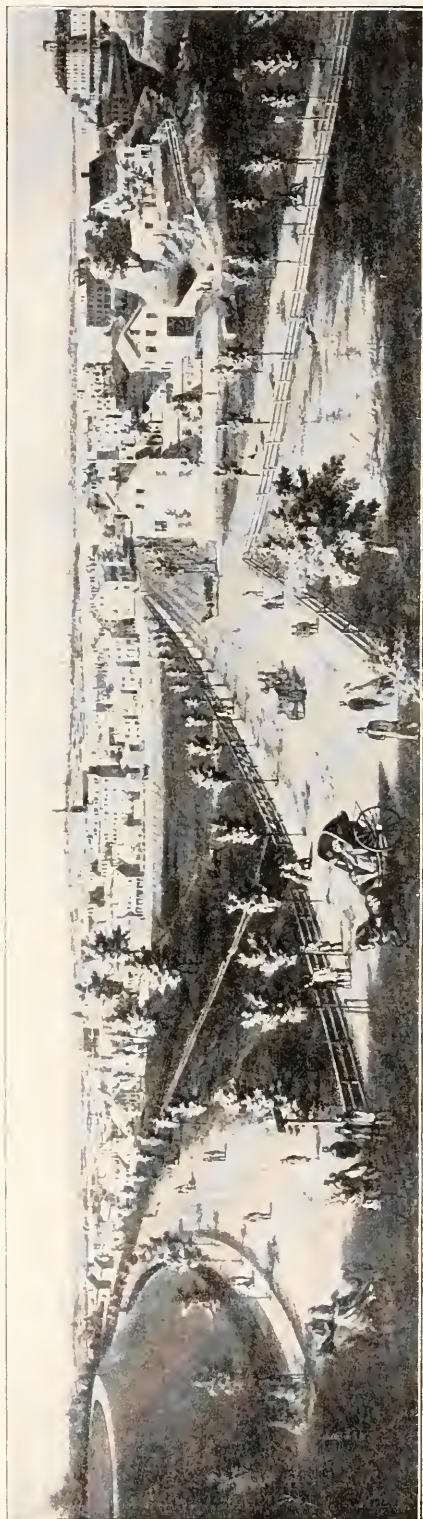
PLAN OF THE NECK AT THE TIME OF ANNEXATION OF DORCHESTER TO BOSTON.

procession, came the deputy marshals. It was a never to be forgotten sight. People swarmed around the spot and the small boy with his little sister nudged and elbowed through the crowd to get a glimpse of the unique sight. Mothers with babes in arms, and fathers stood there in this awful hour of execution. Tully, the pirate, often spoke to the crowd on the way, and upon arriving at the spot which he should mark with his life, he read a communication, in which a confession was made. The criminals kneeled, and the chaplain prayed. At a quarter past two o'clock the drop fell, and Tully was no more on earth. He died without a struggle. His comrade was not executed for a respite from the President was read, and his sentence was changed to imprisonment for life. From his neck, the halter was removed, and a hat given him, which he wore instead of the white cap, and he was taken back to prison with the body of Tully. It is said that over ten thousand persons witnessed this sight. The day was bitter cold, and blustering, and many children were frost-bitten by the exposure to the weather.

ROADS.

The old roads in South Boston afford much interest, and the names given them would not be recognized in modern times. The main peninsula was called "The Great Neck" with its mouth near the present junction of Ninth and Dorchester streets. To the locality lying south and that known as Washington Village, the name of Little Neck was given. Everyone in those days knew the way to the Castle, for this was the main road. Over this, were carried provisions to the fort, called Fort Independence as early as 1797. Before this, it went by the name of Castle William, which was built in 1634. One of the interesting details in the records of Dorchester, is this: "For carrying Captayne Davenport's Corne to the further end of the Neck *1s 6d.*"

This main road of traffic was along the line of the present Dorchester street to Emerson street. Afterwards it passed in-



SOUTH BOSTON IN 1859.
(From Cole's Drawing.)

to Fourth street, and then on to the shore. From this road, by-paths were made in a variety of directions, one going towards a meadow, another going in the direction of a dwelling house. People talked of "Going to the Nook," meaning Nook's lane, which was a small path leaving the main road, somewhere near the corner of Seventh and Dorchester streets, and then took the northern direction towards the well-known hill, where the present Lawrence school stands. One could also take this road and not be far from Mr. Foster's house, which was in the vicinity of the present Grand Army hall on E street. There was the way "to the marshes" to "Powwow Point" and to

playing a conspicuous part in its early defences.

The Twin Hills on Dorchester Heights, known as the East and West Hills, no longer can claim this distinction. Change upon change has been made, so that it would appear as if the present site of Dorchester Heights were one large eminence. This is no true representation of its early existence. The two hills of Dorchester Heights were seen for miles around, and were admirably adapted for the purpose which they served so well in revolutionary times.

Foster's Hill or Nook's Hill as it was better known, is no longer to be seen. Some people called it "Fox Hill." Its



OLD FULTON IRON FOUNDRY, FORMERLY ON DORCHESTER AVENUE.

the "beach"; but the best known roads, those which served the community for over one hundred years, were held to be the way to the Castle, to the Nook, and the way to Powwow Point. Every one guided their direction by these three points, and if any chanced to be lost, it was by seeking one of these well-known paths, that they were able to determine, where they were. The other paths were somewhat confusing, and were made, oftentimes, by the people whose house and barn were located nearby.

South Boston in the early period of its history could boast of many hills. While not exact the locality of seven hills, which once rendered an ancient city famous, it was a spot, where this number of hills could be counted, and not a few of them

location is now determined by the Lawrence school.

Independence square was known as Bush Tree Hill. It has very little of its former prominence and its present position conveys nothing of the formidable aspect which it once enjoyed. Leek Hill at the north end of Dorchester street and Battery Hill at the Point have all passed away.

The elm, buttonwood, and poplar trees, together with the orchards here and there dotted over the farms, have yielded to the ravages of change. These once graced the sides of the hills, and over the landscape, broke the monotony of the bare look of undulating fields and plains. The ponds helped to keep the rural scenery true to nature's eye for beauty,

and those that once charmed the lover of sport have gone out as the deeper march of civilization was heard. The old pond at the corner of Fourth and G streets, in the crisp air of winter, rung out oftentimes with the merry laughter of skaters, as the ones at K and Fifth, K and Third and D and Seventh streets made the boys and girls frantic with joy, as their hockey sticks once more had the freedom of these places to enjoy the best of winter sports.

Swamps and creeks here and there marked many spots now filled in, and topped with large dwelling houses.

As was mentioned above, South Boston was used by the early settlers, as a territory for the pasturage of cattle. Assign-



THE OLD HAWES SCHOOL IN 1835.

ments of land were made for this purpose. In 1633, for good reasons, i. e., keeping the cows and goats in certain localities, it was voted that a charge of two shillings be levied upon every animal. This in part paid for the incidental expenses of keeping certain fences in repair. One hundred and four persons possessed the privilege of pasturing their cattle upon the Neck, and about five hundred acres were then reckoned as the area of the territory. It is not definitely known how these grants of land were made. Certainly, the way that not a few of them are recorded, would lead to interminable difficulties in law. Of one party, this is the record "John Hoskeines, senior, to have 4 acres of meadow on the Necke where the dogg was killed." Where this

poor creature departed this life was well-known in his day, but to keep up such a trivial remembrance must have taxed the memories of those who came afterwards into possession of certain grants of land. Accuracy in location doubtless made its way after a time, but did not come about till many disputes rankled in the breasts of the owners.

Restrictions after a time were made, and the rights of individual owners were protected by allowing so many cows to each owner, together with a limit placed upon yearlings, oxen, colts, calves, and kids.

All this information is interesting to the student who is in search of details for knowing the exact manner in which the lands of the "Neck" were assigned, but to the general reader there is little or nothing attractive about them. They, however, were very interesting in their day, and made no end of controversy.

The attention given to the fortifications of the Neck, beginning May 13, 1776, indicate a continued interest in this matter. Many improvements were made in the placing of cannons and in the re-arrangement of the barracks, and the constant dread of a foreign foe was evidenced in the care and preparation always maintained at these formidable points.

EARLY EDUCATION FACILITIES.

The support of education in South Boston came through a series of struggles. The town of Dorchester at first appeared to neglect the rights of those who lived at the Neck. The paltry sum of £4 was allowed on May 18, 1761, for this object, but this went only a little way towards meeting the expenses. The above sum was afterwards increased to £6, but this was not a gratifying support.

While a larger amount was asked for, the dwellers at the Neck were obliged to possess their souls in patience, and gave liberally out of their personal resources for the support of the little school, where their sons and daughters could receive the rudiments of education.

Time would make desirable changes

in this particular. When the Neck was annexed to Boston, the prospect of getting better facilities in the way of education increased, and the school committee of Boston were petitioned, in 1807, by Messrs. Joseph Woodward, Abraham Gould, and John Deluce.

This petition reminded the selectmen of Boston, as well as the school committee that the dwellers at the Neck paid now nearly a thousand dollars in taxes to Boston, and had been paying it for three years; and they considered it just and fair that their community should be recognized, and asked for a sum of money for the support of a woman's school and the rent of a room for that purpose for six months. They also asked for the building of a school house, and the support of a school master for one year.

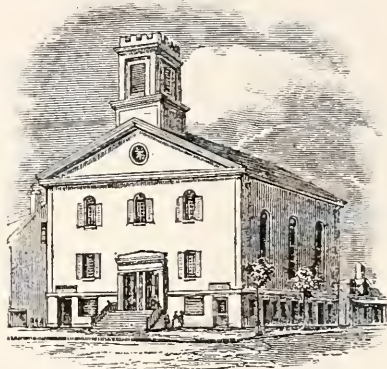
No attention was paid to this petition. It was shelved by the selectmen and South Boston received the cold shoulder. The people in the district could not be so easily side tracked. The townspeople raised among themselves three hundred dollars, and the citizens of South Boston increased this amount by a generous donation of their own. A school house was erected on the south side of G street, the playground in front making the corner of G and Dorchester streets. This building accommodated ninety scholars, and one woman taught them. A master was afterwards appointed.

At last the school committee saw their mistake, and in 1811, appropriated three hundred dollars, and took the school under their guidance.

This was the beginning of greater things for education. Three years later on the three hundred dollars were increased to four hundred dollars, including five cords of wood.

The boys of 1812, who attended this school as well as the girls, had visible reminders around them of the warlike appearance of the locality. They were as sensitive of the condition of the country, as the well-tried soldier. Every one knew the history of their country for the past twenty years. Father and mother would review it constantly in their own home, and zeal and enthu-

siasm and patriotism were expressed by these young Americans. The first master was Mr. Zephaniah Wood, who was only twenty years of age. Besides being a teacher, he knew something about theology, and preached, without price, in the Hawes Place Congregational society. He died suddenly in 1822. His successor was the Rev. Lemuel Capen. In the meantime, the appropriation for education was increased to \$600, and South Boston was placed on an equal footing with other localities. In 1823, a new building was erected, which was called Hawes school house. It is situated on Broadway, between F and Dorchester streets. When this building was opened, a demonstration of an unusual kind was made. The



OLD FOURTH UNIVERSALIST CHURCH.
FORMERLY AT COR. OF BROADWAY AND B STREET

scholars marched in procession, and the people witnessed a sight which was the interest of the entire community. As they neared the school building, they were cheered. An address was delivered by the Rev. Mr. Pierpont. Before Mr. Capen resigned in 1826, a singing school was established and many other improvements were noticed. Mr. Barnum Field took charge the same year, and in 1829 he was succeeded by Jairus Lincoln, who received a salary of one thousand dollars a year. Mr. Lincoln found his task of managing the boys a difficult one, and, at times, they seemed to be incorrigible: whipping was resorted to, but it did not have the desired effect. The boys took certain advantages, and nothing in the way of discipline came, until his resigna-



FIRST REVIEW OF THE SOUTH BOSTON YACHT CLUB, FOOT OF K STREET, IN 1868.

tion, and the appointment of Mark Anthony DeWolfe Howe. This person afterwards became rector of St. Matthews church and later on, Bishop of Central Pennsylvania. His term of service lasted till February 8, 1831. His successor, Mr. William P. Page had a series of trying experiences with the boys, who did everything to annoy him, and at last, discouraged at his own failure to quell the continued disturbance at the school, resigned August 14, 1833.

Mr. Moses W. Walker, who then took up the gauntlet of maintaining the discipline in the school, pursued the method of constant whipping. He did not spare the rod, and he made the bad boys sting with his punishments. One boy was wounded by his blows. The matter came before the school committee and it was the common talk of the place. Mr. Walker gained his point, but his severity was displeasing to the parents and he concluded to resign, which he did January 14, 1834.

The new master, Mr. Joseph Harrington, Jr. believed, you could catch more flies with a spoonful of honey than with a barrel of vinegar, and appealed to the scholars' sense of right and wrong. He was mainly successful and a new era opened for the school. Being a man of practical insight into the relative conditions of things, he soon made an influence for himself and was able to overcome many of the past acts of insubordination. This gentleman was the founder of the Hawes Juvenile Association, a society which exerted a

helpful influence over the young, and was mainly instrumental in suggesting reforms in educational work. Hawes school became well and favorably known under his administration. It is interesting to note that the experiment of teaching music in grammar schools, was first made in this school, and was under the charge of Mr. Lowell Mason, a name which will be always honored in Boston in this particular.

Mr. Samuel Barrett succeeded Mr. Harris at the Hawes school.

As soon as South Boston showed evidence of growth, and prosperity, renewed interest in the better provision for the education of the children was evident. The Hawes school could only accommodate 468 pupils, and nearly one hundred more were forced to attend there. Immediate steps were taken to relieve

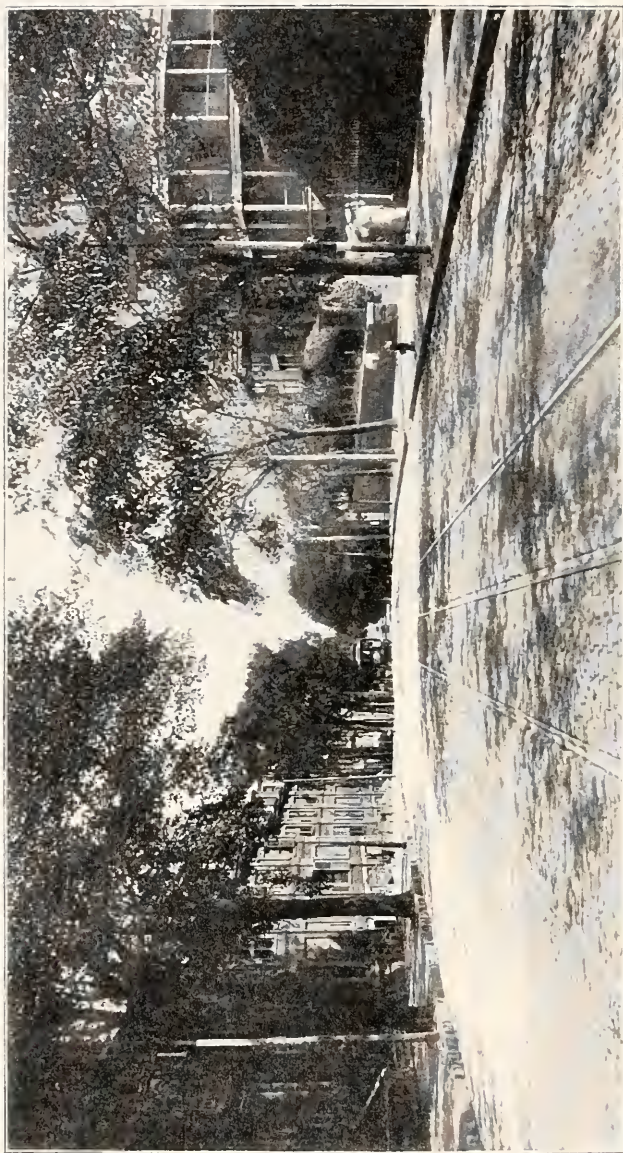


INDEPENDENCE SQUARE.

When Mr. Harrington resigned in July, 1839 Mr. Frederick Crafts took his position and was afterwards transferred to the Bigelow school. Mr. John A. Harris, his successor, remained till August 1852. In the meantime, the Hawes school was divided into two sections. One section for boys, and another for girls. This division lasted till the completion of the Bigelow school on Fourth street, when the girls were placed there.

this congestion. Franklin Hall, at the corner of Dorchester avenue and Fourth street, was hired, and \$2,000 were allowed for this undertaking. Mr. Jonathan Battles, and Misses Lucy Floyd, and Lydia T. Brooks were the teachers. It was known as the "Branch school."

This effort was destined after a while to result in something more than a tentative matter for the relief of the Hawes school. A new school building on Broadway



BROADWAY FROM G STREET, LOOKING TOWARD H STREET.

between B and C streets was authorized to be erected. There were attempts to have it called the Everett school, or the Lowell school, but the name Mather school was popular and was accepted. In January, 1856 it was changed from Mather to Lawrence in honor of Amos Lawrence. The Lawrence Association of the Mather school was instituted in January, 1844. Mr. Lawrence was generous and considerate of the wants of the school, and donated a library to it.

School accommodations became a seri-

presented a clock, which was much admired in those times, and became a recognized authority to the citizens of Ward 12.

The school was composed entirely of girls. The first master was Mr. Frederick Crafts, who was succeeded in 1852, by Joseph Hale, whose widow for a long time resided in this locality and died a few years ago (1898).

Branch schools were started at the Point, and at Washington Village.

The Lawrence school was removed

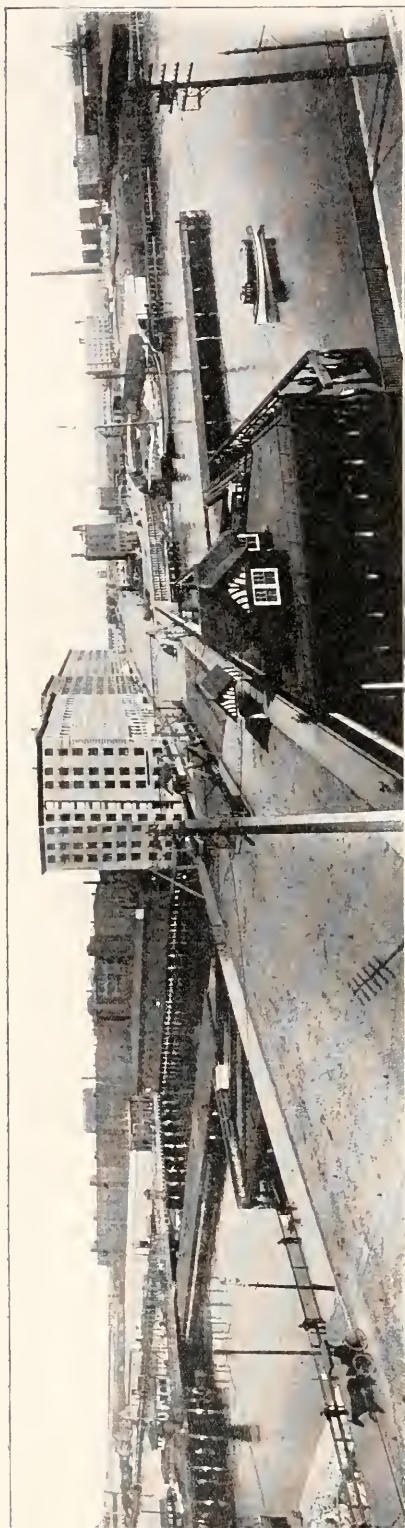


K STREET FROM FOURTH STREET, LOOKING TOWARD SEVENTH STREET.

ous matter in 1849. Something must be done to obviate the condition of two crowded grammar schools, and it was a year before anything tangible was accomplished. On May 2, 1850, the Bigelow school house was dedicated. It was located on the corner of E and Fourth streets, the present site of the new building bearing that name. Mayor Bigelow made the address upon the opening, and a song sung by seventeen young ladies, added much to the significance of the occasion. The cost of the building was \$31,000 and the land was valued at \$8,500. Mayor Bigelow kept up an interest in the building and its work, and

from Broadway to the new building erected on the corner of Third and B streets, September 11, 1856. The cost was about \$65,000. The building was dedicated March 17, 1857. The Rev. Charles S. Porter offered prayer, and addresses were made by the Hon. Alexander H. Rice, Mayor of Boston, the Hon. Josiah Quincy, Ex-Governor Boutwell and others. Josiah H. Stearns was the master, and the scholars numbered nearly eight hundred.

Nothing has been said about primary schools, but the records are not clear about the exact establishment of them. Probably, they were placed in South



NEW SUMMER STREET EXTENSION.

Boston in 1819. Mrs. Catharine Thayer taught such a school in 1821. Strange things were in practice in these schools. Books were scarce and the principles of elementary education were neglected. Watt's Shorter Catechism was the dose of religious instruction. This by itself would create a smile among modern educators. Somewhere near the corner of Dorchester and Third streets, a room was hired for this school, but it was never a strong center of education. Miss Cole taught the primary school on Fourth street, between B and C streets in 1824.

Private schools were popular. Mrs. Burrill founded one in 1835 for young ladies, which had a long and honored history. It was situated on Mt. Washington, in the vicinity of the present Unitarian church. The Rev. Dr. E. M. P. Wells, had a school on Fourth street, at the Point, in a building which was removed stone by stone from Joy street in the city, and the Rev. Dr. J. H. Clinch also conducted a fairly successful school on Broadway, near G street.

NEWSPAPER VENTURES.

Newspaper men have their trials like every one else. The attempts to get a local paper in South Boston were few and far between. The "Galaxy" was a good undertaking for the day, but it was not popular. As soon as it was born, it began to fade, and died after two months. This did not discourage Mr. Albert J. Wright from making an attempt in 1847. The size of the new paper, called "The Gazette," was ten inches by twelve, and the subscription price was fifty cents a year. It was afterwards enlarged to four times its size, and under the name of the "South Boston Gazette," and "Dorchester Chronicle," it lived, comparatively speaking, a long life until 1856. Mr. Wright had before this, relinquished the charge of the "Gazette" and commenced the publication of the "Mercury." But this new paper, which was born September 8, 1855, went out of life August 16, 1856. In 1859 Mr. E. F. Barrett became interested in the "Mattapan Register," and

he afterwards called it "The South Boston Register." The Hon. Samuel H. Jenks was the editor of this paper and continued his services till 1863. It is doubtful, whether a copy of this paper is in existence.

Nothing definite was done in this line until 1871, and in the summer of that year, Mr. W. H. Fay started the "Inquirer." This paper passed through several hands, and was purchased from Mr. Fay by Charles L. Storrs in September of the above year. In 1895 it was sold to Mr. Edward P. Barry, then assistant city editor of the Boston Herald, who made a pronounced success of it and has now turned it over to a stock company of which he is president. It is now the only recognized regularly published newspaper in South Boston.

Other papers at different periods were put forth, but with no success. There were the "South Boston Gazette" under the charge of Charles D. Page; the "South Boston Press" under Benjamin Johnson; "The Heights" under the Rev. J. H. Wiggin, and "The Saturday Evening Star" edited by S. S. Miles and N. H. Harding. The "South Boston Bulletin," at one time an excellent compendium of news, suspended publication in 1899, after a service of ten years, its former quarters now being occupied by the Inquirer Publishing Company. The "South Boston News" has existed fifteen years.

EARLY INCIDENTS.

As one looks back over the early records of Mattapanock, there are several scattered incidents here and there, which although not of great importance, bear in an interesting manner upon its growth and development. The Indians must have enjoyed this spot. Powwow Point looms up before the seeker after

hidden treasures, as a locality full of Indian reminiscences. It was located somewhere near the foot of K street, fronting Thompson's Island. Here the Indian roamed, danced and enjoyed himself with his traditions, and annually held a feast, full of merriment, and enthusiasm. Every Indian knew that spring of water, which at high tide was covered by the sea, yet yielded to him so many cooling draughts. Upon a solemn feast-day he made a vow not to touch anything but what came from the sea, and even the sea water was taken up in clam



DISTRICT COURTHOUSE, DORCHESTER STREET.

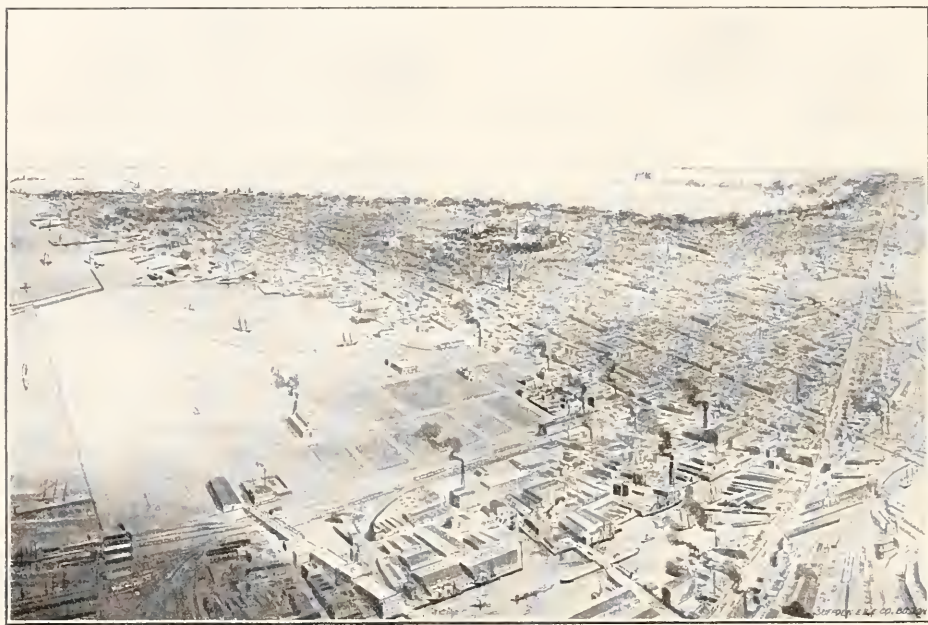
shells, and drunken in the midst of festivities and ceremonies. All these customs lingered for many years in this locality, and many a white person visited the place and conferred with the red men about not a few of these peculiar observances, so dear to their memories. Not many years after these orgies took place, a scourge came upon the Indians, which made them superstitious, and drove them to other parts. But they long cherished the scenes of this neighborhood and held them in reverence.

The time that South Boston was an

nexed to Boston by the legislative act of 1804, was the time that the present name was assumed. There are good reasons for changing the name of a place, doubtless, but for many the name of Mattapanock has more value in a historical way than the name South Boston. It would have been better to retain the Indian name here, as it has been retained in the name of the state. Of course, many in those early times were rasping under the treatment that their forefathers had received from the Indians,

market place, but the immediate use of this spot was for a school building, until the public market should be more in demand. A burial place was then set out, on Dorchester street three hundred feet south; west, on Dorchester boundary line, two hundred and sixty feet; north on F street, and including a part of it, two hundred and sixty feet; and east on Seventh street. This was the act of the selectmen of Boston.

Mr. John Hawes, always interested in the locality, conveyed a lot of land on the



BIRDSEYE VIEW OF SOUTH BOSTON OF TO-DAY.

and cruel as well as deceptive they were in many of their transactions, but to our thinking, there was too ready a willingness to adopt old English names in this new land, which, while redolent of the scenes that they had long ago left behind them beyond the sea, was not always a valid reason to adopt them in this country.

At an early period three lots of land were set apart for the purpose of a public market, for a school house, and for a burial ground.

Mr. John Hawes deeded the lot for a

old road leading to the Point for the use of a burying ground for the inhabitants. This or part of it, is still seen between Emerson and Fifth streets and L and M streets. It was called Hawes burying ground. The Union cemetery adjoined it, upon land sold to Adam Bent the trustee of the Warren Association. St. Augustine cemetery on Dorchester street dates from 1818.

Mr. John Hawes was eighty-eight years old, when he died. His maternal grandfather was Benjamin Bird, and John knew

the Neck from his seventh year, when he was brought here.

He was a strong man in this community and always aimed to advance the interests of the Neck. Everybody knew him, and prized his friendship. Late in life, he married Mrs. Sarah Clap, widow of Mr. Elisha Clap, and daughter of Mr. Thomas Bird.—His love for her was evinced in many ways. He made ample provisions for her in his estate, though he survived her death by six years.

He was not educated in the modern sense, but he read, and improved himself in ways that were opened to him in his day, and made himself a name and an influence in the community. He made provision for the education of the youth, erected a house for Divine worship, and its support, and proved himself a zealous adherent to the principles which go to make men useful and industrious in their methods. As a farmer, he knew how to raise the crops and could tell the boys some good stories to make them happy and contented in tilling the fields. Such men may have their days of peculiarity, but he could overcome them all, with his sound wisdom, and his industrious ways.

Joseph Woodward, was another well-known character. He was a man of extremes. He could wax eloquent when he was provoked, and he could defy his enemies in a way to make them long remember his antagonism. But he was good, unselfish, kind and tenderhearted; traits which he exercised upon different occasions and helped to make him popular in certain directions. He was born in Hingham, November 15, 1758. Dr. Chauncy, minister of the First church of Boston had the moulding of his early years. In 1804, after a varied experience with the ups and downs in life, he came to South Boston, and bought a tract of land of thirty acres from Abraham Gould, which was located on the west of Dorchester street near the Roman Catholic cemetery. He worked hard for the bridge in the direction of South street, and openly worked for this project.

"Old Joe Woodward," as he was called never was distressed at a failure. If he

thought a matter was right, he would sit up all night, planning to carry it through. He argued for the annexation to Boston, and he advocated the bridge, the hobby of his life, with a rare determination to make it a success.

Fearless to the extreme, he did many things in his impulsiveness, which made him enemies, yet he was a man of progress. He did not sit still, and go to seed. He was always thinking of benefiting his community, and did it at the expense of severe criticism and many disadvantages. He fell asleep after an eventful life, June 29, 1838, and was buried in South Boston, July 1.

Mr. Abraham Gould was a representative person in the early development of the interests of the peninsula. His large property was acquired through his marriage with Susanna Foster, a descendant of Hopedill Foster. His good judgment, and careful habits of administration led him to obtain other property, which he developed, and added materially to his income. St. Matthew's Episcopal church, was begun under his advice, and he served as its senior warden for many years. In the community many projects which would ultimately advance its prosperity, came under his guidance, and his usefulness as a citizen was verified in many ways. His death occurred February 3, 1840.

Mr. Cyrus Alger was for many years an influential citizen. His business interests in the iron foundry made his name well-known in the city of Boston. After South Boston had been annexed to Boston for five years Mr. Alger came to this locality and commenced the foundry business on Second street, near the Russell glass house, which was then in active operation. He left this position later on, which he had held in conjunction with Governor Winslow, who had an interest in the business and finally transferred it to his son. This led Mr. Alger to erect for himself a foundry on Fourth street. The plant grew in size, and occupied a large space near the corner of Foundry street and the old bridge, besides having buildings on Dorchester avenue. His shrewdness

in business was displayed in his purchase of lands and flats adjoining the foundry which were eventually filled in, and made available in many ways. The sea wall was repaired, and other improvements undertaken in this district, which showed that Mr. Alger was wiser in his plans than many of his friends could at first anticipate.

The South Boston Iron Company was

foundry and was constantly benefiting in every way, the community where he lived. His death was universally lamented, and the day of his funeral threw a sadness over South Boston, where he was respected and honored by all classes.

The name of Adam Bent was a familiar one to all the residents in the first part of the nineteenth century. His business was the manufacturing of



EAST FOURTH STREET, LOOKING TOWARD M STREET.

started by him, and incorporated in 1827. The business increased, and the works were extended. Around his residence, marked signs of improvement were visible, and Alger's foundry became after a time one of the most complete establishments in the country.

His familiarity with the details of his business, as well as his knowledge of purifying cast iron, made him a recognized authority. The mortar gun "Columbiad" was cast under his care. Other schemes requiring capital as well as skill were promoted, and advanced to a successful result by his untiring energy and cooperation. He did much to improve the streets and the land around his

pianos, and in this he was one of the early pioneers. In 1808, he married Sukey Foster Blake. He was one of the fourteen original members of the Hawes Place Society and in 1829 was one of the deacons of that church. His death occurred March 22, 1857.

Samuel Blake, enjoyed the esteem and confidence of this community for many years. He was born in Boston, September 13, 1788, and in 1835 he came to South Boston and built a large mansion on the ancestral spot, where for six generations the name of Blake was honored. His ancestor William Blake was one of the passengers in the ship "Mary and John" which landed here in May,

1630. Mr. Samuel Blake was a successful man of business, kind and affable in manner, and benevolent in his dealings with his fellowmen. His death was a great blow to the community, which he had served with such interest and devotion to its progress and development. It occurred January 17, 1853.

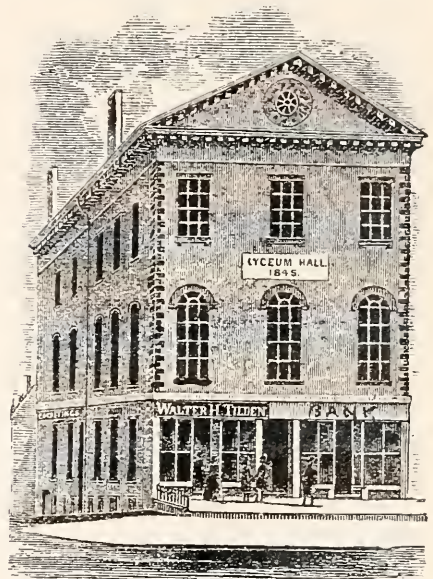
SHIP BUILDING.

Ship building was one of the early industries in South Boston. It began as early as 1812. The firm of Lincoln & Wheelwright carried it on, and employed for their manager Mr. Samuel Kent. This gentleman, after serving acceptably for many years, was succeeded by Captain Noah Brooks. No person took a more active interest in the commercial advancement of the community than he. It was the pride of the Hon. Abbott Lawrence of Boston, once to introduce the captain to a number of friends from the Southern States, upon a public occasion, as a real live Yankee. In 1822, he began his important enterprise upon a large scale, and his yard was famous all over the United States. In all his transactions, he proved himself a wise, and capable manager. Nothing escaped his diligent eye for business, and he never spared himself in promoting the best schemes for public reform and, working zealously in this direction, he lived to see how perseverance and skill, when properly applied, will eventually merit success. The captain went among men, as one to whom they could always look up, and several times, he enjoyed the distinction of serving the legislature of Massachusetts. The common council honored his membership, and benefited by his advice. He was born July 7, 1782 in Scituate, and died January 28, 1852, spending more than thirty years in this locality. His dwelling house was on Broadway, between Dorchester and E streets. Ship building was afterwards undertaken by Brigg Brothers, and Harrison Loring followed with his many achievements in this same line. Beside building many ships for commerce, Mr. Loring constructed "The Northern

Light" which made the fastest passage from Boston to San Francisco, covering the distance in seventy-six days. This ship was built in South Boston in 1851, and was commanded by Captain Hatch.

The name of David Williams the pilot, bears a place of honor in the list of South Boston worthies. He was a self-educated man, and in every way, in his business, social, and church relations, distinguished himself, and left a reputation behind which others could emulate.

The painful experience he went through



OLD LYCEUM HALL.

ONCE LOCATED CORNER E ST. AND BROADWAY.

in 1778, when a member of the crew of the privateer brig "General Arnold," of twenty guns and one hundred and six men, which was foundered in Plymouth harbor, is full of thrilling adventures, pathetic and sad in the extreme. This ship left Boston, December 24, 1778, and encountered a terrible storm of wind and snow near Plymouth. Many of the men were frozen and seventy-eight perished. Without food or drink the survivors did all they could to reach land, and to some extent were aided by the men of Plymouth. But exposure to the severe cold, with no extra covering, made them afterwards seek the quarter deck of the stranded vessel,

where they were huddled together awaiting the fate which seemed to be imminent. Everything appeared to be against them. Securing a keg of rum from below they eagerly drank its contents, which put not a few of them into a stupor. The wiser ones poured the rum into their boots, and battling for a long time against odds, the rescuers finally succeeded in reaching them, and carried them in a half frozen condition to a place of safety. John Williams, the brother of David, suffered much, and for a long time, his life was despaired of. He finally recovered. Captain Magee was rescued, and a jolly, good-natured Irishman was he. By his jokes and cheerfulness, he drove many dull hours away at the time of apparent despair. David Williams never forgot him, and always mentioned his name with reverence. Mr. Williams enjoyed the respect of all, and was a man who by his kind and humble ways endeared himself to the community. While not prominent in business he was that type of man, who worked not for reward, but to make the world better after he had left it. He died December 4, 1836.

A. E. G.

1861-1901.

The beginning of the civil war found South Boston a flourishing district, containing about twenty-two thousand inhabitants, who were largely engaged in manufacturing and other industrial pursuits.

The progress of the war marked an immense increase in the business and population of South Boston. The demand for materials incident to the prosecution of the war for the Union, gave an impetus to every industrial pursuit and the foundries and machine shops were kept in operation day and night. A large number of artisans were thus attracted to South Boston, and before the war ended, the population had increased to thirty thousand.

South Boston contributed liberally in both men and money for the maintenance of the Union, and one full company of infantry was early recruited and sent to the seat of war, while subsequently, hundreds of South Bostonians enlisted in various organizations, and rendered efficient service in suppressing the Rebellion.

At the extensive City Point works of



SCENE AT L STREET BATH HOUSE FOR MEN AND BOYS.

Harrison Loring, one of the numerous monitors was constructed and equipped in a manner that elicited the commendation of naval experts and the authorities at Washington. During the construction of this war vessel, and later, while building marine engines, Mr. Loring employed over five hundred mechanics. This number was still increased when in 1890, Mr. Loring built the powerful modern

being about four feet where they intersected and gradually lessening on Broadway until reaching SS. Peter and Paul' Church. For about the same distance, Dorchester avenue was raised on each side of Broadway, and all buildings along the line of improvement were likewise elevated and the territory filled to the newly established grade. In consequence, a large expense was sustained



K STREET BATH HOUSE FOR WOMEN AND GIRLS.

ironclad cruiser "Marblehead," which recently performed exceedingly good service in the war with Spain.

It was during the civil war that, owing to the increased traffic between the city and South Boston, another connecting bridge became requisite and the necessary measures were taken for extending Broadway, which then terminated at Dorchester avenue, across the channel to Washington street. The problem of grade crossings was solved by elevating the bridge structure to allow trains on the Old Colony and Albany railroads to pass beneath. This plan necessitated a change of grade on Broadway and Dorchester avenue, the maximum rise

in building this bridge, but it has proved to be useful and often has prevented costly interruptions to business and travel, when the other bridges have been disabled or were undergoing repairs or reconstruction. Broadway drawbridge is poised upon a circular hollow foundation composed of iron tubes bolted together, and screwed into the soft bed of the channel by means of cutting blades attached to the extremity. The interior of this cylindrical support is about thirty feet in diameter, and furnishes ample space for a steam engine and operating machinery, which quickly revolves the structure for the passage of vessels.

Since the close of the civil war, South

Boston has witnessed a great change in its topography as well as its industries and inhabitants. Soon after the war terminated, the idea of reclaiming the flats along the water front from Fort Point Channel to City Point was projected, and the legislature appropriated a large sum of money to dredge the harbor and fill in the territory, which now comprises several hundred acres of valuable building land, to which access by water is available for the largest steamships. A channel along the north shore of City Point was wisely reserved to maintain and preserve the extensive wharfage that has existed there since the early days of ship building, which was largely prosecuted fifty years ago, but which had almost entirely ceased at the beginning of the war in 1861.

Of this reclaimed land the New York and New England Railroad early acquired twenty-five acres and erected piers and elevators for commercial purposes. The Boston Wharf Company was the pioneer in this undertaking, and a large extent of flats was acquired and filled before the larger scheme was undertaken. This improvement promises to further change the character of South Boston, for with the extension of the cross-town streets to the new sea front, it is not unlikely that the demands of commerce will eventually find that immense vacant territory inadequate and will press westward until Broadway is reached and absorbed, and, still unsatisfied, continue to the South Bay which must then be filled for business purposes. The expansion of Boston during the past century surely points to a territorial dilemma during the twentieth century, that is just now commencing, which can in no way be relieved or remedied except by utilizing South Boston for commercial and mercantile warehouse purposes.

The extension of Congress street across Fort Point Channel was an early achievement after the civil war. Later, as a part of the commonwealth scheme of filling in the flats territory, Congress street was extended to connect with I. street at City Point. A drawbridge across the reserved channel, however,



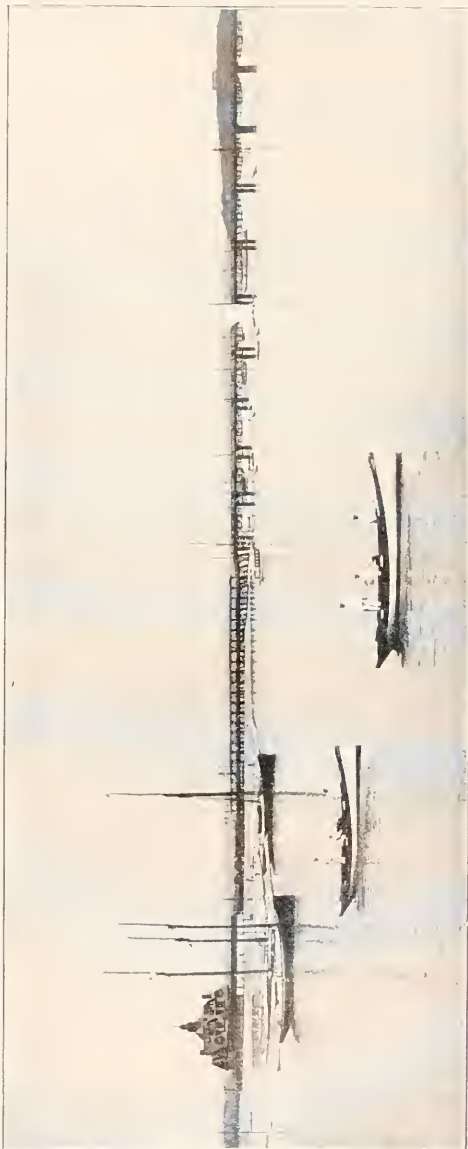
DORCHESTER BAY, LOOKING TOWARD YACHT CLUB HOUSES.

together with the one across Old Fort Point Channel, and the passage of freight trains at grade across Congress street, operated to prevent an extensive use of this newest and nearest approach to City Point, and until recently the street had never been paved beyond the railroad crossing. At the present time, however, this passage way to City Point has been relieved of

the objectionable features above specified, by the extension of Summer street across the channel and beyond, and elevating the roadway above the railroad and A street, thence onward, finally descending to a junction with Congress street, which from that point will hereafter be known as Summer street. Beginning at Fort Point Channel, a descending roadway from Summer street affords access to A street, thus presenting a choice of routes to South Boston, one by way of Summer and A streets and one by way of Summer and L streets.

In this connection it is apropos to speak of the extension of Dorchester avenue in lieu of Federal street, as affecting South Boston interests. When the plan to consolidate the various steam railroads entering the city on the southerly side was first broached, it was universally condemned by South Bostonians, who realized that easy access to a locality is what gives it value. It was argued that to obliterate Federal street and in its place provide a new route to the city several hundred feet longer than the old one, would seriously damage South Boston, because the increased distance would cause a loss of time and advance the cost of transportation. Consideration was also given to the additional travel that would be imposed upon working men and women who are employed in the city and who walk to and from their homes in South Boston. Failing to recognize the value of this railroad consolidation scheme, the opposition of the people of this district increased until a sentiment was created that took shape in an appeal to the legislature, which finally enacted a supplementary act that provided for another thoroughfare from Kneeland street to be elevated above the railroad tracks of the Terminal Company, and to cross the channel near Dorchester avenue, to which it would descend and with which unite near its junction with Foundry street. This reasonable concession to South Boston, at the joint expense of the city and the railroad company, was vigorously opposed by the consolidated railroad interests during its passage through the

legislature; and then an attempt was made to evade the legislative requirement, by appealing to the national government and contending that another drawbridge would obstruct navigation through the channel. A board of United States engineers was ordered to investigate, and a report adverse to South Boston was presented to the secretary of



THE GREAT IRON PIER, FROM FLOATING LIFE-SAVING STATION.

war, who subsequently, at the solicitation of Congressman Henry F. Naphen of South Boston, organized another board of inquiry which reported that another bridge would not obstruct the passage of vessels any more than the existing bridges. To the secretary of war was then made a desperate appeal by the counsel for the railroad, and an equally desperate resistance by Congressman Naphen and the Citizens' Association, after which a final decision was rendered

century portends a still more radical change in the approaching years. What other deduction can be drawn when it is considered that Boston is nearer Europe than New York, and when a great artery of commerce extends from the water front of South Boston to the vast grain and cotton fields of the West and South, and controlled by capitalists whose interests will best be promoted by serving Europe from South Boston instead of New York. We foresee this great ex-



HEAD HOUSE, MARINE PARK.

that the bridge might be built, and preparations for executing the legislative mandate are now in progress. To Congressman Naphen is largely due the credit of achieving this great victory, and his re-election to Congress last year (1900) is somewhat attributable to his successful contention in behalf of his constituents. The Cove street bridge will be erected within two years and will furnish a nearer route to and from the city for pedestrians and light vehicles, but on account of the steep grade necessary, heavy freight teams will be compelled to seek another avenue.

The nineteenth century witnessed unexpected changes in the territory of Boston, but the dawn of the twentieth

tent of wharfage in South Boston all ready for the heaviest shipping, where hundreds of the enormous steamships of the future may at the same time receive and discharge cargoes, and be always provided with deep channels, for their arrival and departure, regardless of time and tide. Hundreds of thousands of dollars are available, and are being used by the national government for deepening these channels: and for what purpose except the better accommodation of heavily loaded freight steamers, which can nowhere in Boston be brought so near its business centres as at the piers of South Boston.

Another marked change in our topography has been created by the construc-

tion of the Marine Park at the extreme end of City Point, and the boulevard connecting this delightful resort with the park system that extends through Dorchester and Roxbury to the Back Bay Fens, and provides a driveway amid beautiful shrubbery and fragrant flowers for a distance of fifteen miles. In constructing Marine Park, the upland east of Q street, across the peninsula, was acquired, and the additional acreage was obtained by reclamation from the sea. It

is appropriately termed "Pleasure Bay," which is so sheltered as to make sailing and rowing safe for children, and others who are not accustomed to boating.

City Point, the greatest yachting center in the world, offers grand natural facilities for yachting, and the summer pastime of yacht-racing has for many years afforded healthful amusement to a great number of business men who have many thousands of dollars invested in magnificent steam and sailing yachts, which find



MARINE PARK, FROM HEAD HOUSE.

was originally designed to provide for an aquarium within the park, but owing to the expense of the project, it has now been abandoned. The plans for this park also contemplate an elevated structure at the terminal of the pier, to be adapted for band concerts and dancing, but only the foundation has yet been provided. Excellent bathing beaches have been created, and hundreds of dressing rooms amply supply the public with facilities for enjoying salt baths in smooth water. At the solicitation of Congressman P. A. Collins, the city was granted the use of Castle Island in connection with the Marine Park, and they are joined together by a bridge. The pier at one side and the bridge at the other enclose an expanse of water that

abundant anchorage along the shore. Hundreds of these beautiful specimens of marine architecture may be seen at anchor during the yachting season, or swiftly gliding through the water, the whole forming a spectacle of picturesque grandeur. Several yacht clubs have spacious buildings located at City Point with long floating platforms, and easy embarkment is thus secured. Principal among these are The Boston Yacht Club, The South Boston Yacht Club, The Columbia Yacht Club, The Mosquito Fleet Yacht Club and The Puritan Canoe Club. It is thought by some, that the location of these club-houses along the boulevard, robs that costly "strandway" skirting the shore, of the artistic beauty that would otherwise

be produced, but a change of rendezvous to the north shore or elsewhere, would have involved much expense, and the decision of the park commissioners to permit the use of the south shore for pleasure yachting met with general public approval. During the summer season, immense throngs of people visit City Point to enjoy the cool sea breezes that usually prevail there, and to witness the ever-changing marine spectacle that is offered by the movements of vessels, varying in size from the monstrous foreign steamships to the small sail boats and tiny row boats that are always plying to

only one of its kind in the world, since which time the loss of life has been almost entirely prevented. In winter, this humane institution is not in commission, although danger still exists when the bay is frozen, as occasionally happens. During these periods, swiftly gliding ice-boats skim the glary expanse, impelled by the wind and freighted with human beings bent upon experiencing a novel enjoyment. Horse races upon the ice likewise furnish at such times rare amusement, and pleasure driving is another winter diversion upon the frozen bay. The winter of 1872 witnessed an accident by which a



THE GREAT PIER AT CITY POINT, FROM REAR OF HEAD HOUSE.

and fro in almost countless numbers. Concerts are regularly given in Marine Park during the season, by the municipal band, and these are attended by crowds of delighted listeners who come from far away towns, transportation back and forward by street cars from all points reached by the Boston Elevated Railway, costing no more than within city limits. From ten to fifty thousand persons have often been known to visit Marine Park upon a sultry Sunday, or during an oppressive mid-summer evening. A great many accidents occurred on the water surrounding City Point, occasioned by the unskilful management of boats and yachts, and so many lives were sacrificed that the national government was a few years since, prevailed upon to establish a floating life-saving station, the

pair of valuable horses were drowned, the owner also narrowly escaping a watery grave. He had ventured upon thin ice that failed to support the heavy equipage.

Following the civil war, the extensive residential district of Boston known as "Fort Hill," was depopulated to provide for the extension of business in that direction, and a large portion of the inhabitants removed to South Boston, where alone could be found tenements suited to their financial condition. Classed as laborers, and receiving small wages, a demand for cheap tenements was thus created in South Boston, and capitalists hastened to supply the demand that increased as others of limited means from other locations, followed the exodus from Fort Hill. Thus was somewhat changed

in the course of years, the character of the inhabitants of South Boston, which nature had fitted to attract the wealthy people, who finally settled upon the miasmatic Back Bay territory. With its high ground, delightful ocean views and refreshing sea breezes, South Boston presents a most inviting appearance,—a residence section that nature nowhere furnished along the harbor lines, except upon the hills of the South Boston peninsula. At the present time, South Boston is still almost completely inhabited by

During the years that the changes noted have been taking place, another movement has been witnessed, which in some respects, has operated adversely to South Boston interests, and the effect has been nowhere more noticeable than among the churches. By reason of removals, nearly every Protestant denomination has sustained membership losses that compelled consolidations, and church organizations have disbanded to unite with the Phillips Congregational, the St. John's Methodist and the Fourth-



FARRAGUT STATUE AT MARINE PARK.

working people of the more intelligent, better educated and eminently respectable class. This is proved by court records which show that during the past twenty years, a smaller percentage of crime has occurred in South Boston, according to population, than in any other district of Boston.

Forty years ago, South Boston was a manufacturing district and its residents were principally artisans and mechanics, who were employed near their homes. To-day, South Boston is decidedly a residential district, with nearly all of its inhabitants employed in the city or there engaged in business. Of the working population, it is estimated that four fifths are engaged beyond the territorial limits of South Boston.

street Baptist societies. The edifice in which the E-street Congregationalists worshipped, is now owned and occupied by Dahlgren Post, Grand Army of the Republic. Where formerly the Methodists who united with St. John's church, held religious services, the Presbyterians now worship, and where the South Baptist church formerly stood, at the corner of Broadway and F street, there has recently been erected a modern business structure that, in its design and equipment, compares favorably with any similar building in Boston. While this change among the Protestants has been taking place, the Catholic population has been increasing, and their churches multiplying. The Gate of Heaven church has recently erected a costly and magnificent



SOUTH BOSTON SCHOOL OF ART.
TOWER SINCE REMOVED.

house of worship at the corner of Fourth and I streets, which will soon be occupied. At the same time, a convenient chapel has been built by this society, at the corner of Broadway and O street, where regular services are held, and where land has been acquired for a large church structure in the future. St. Agnes convent on I street, adjacent to the new edifice, is also connected with this flourishing church. St. Augustine's church has lately acquired the Unity church property on Dorchester street, Washington Village, where another large church building is contemplated. During the period we are considering, the Church of the Rosary on Sixth street, and St. Vincent's church on E street, have been established as offshoots from SS. Peter and Paul church, on Broadway, which was organized before the civil war. A Polish Roman Catholic church was established several years ago in South

Boston, and a wooden building erected on Boston street, where regular services are conducted. That section was also found to be deficient in church facilities, and St. Margaret's was established in 1894, with a place of worship at the corner of Harvest and Boston streets.

Notwithstanding the many consolidations among the Protestant churches, there still remain twelve vigorous societies and houses of worship as follows:—Phillips Congregational, Broadway, near Dorchester street; St John's Methodist, Broadway, near Dorchester street; City Point Methodist, corner Fifth and L streets; Dorchester-street Methodist, corner Dorchester and Vinton streets; St. Matthew's Episcopal, Broadway near F street; Church of the Redeemer, Episcopal, 825 E Fourth street; Grace Episcopal, 315 Dorchester street; Hawes Unitarian, Broadway,

near G street; Fourth street Baptist, corner Fourth and L streets; Fourth Presbyterian, corner Dorchester and Silver streets; Church of Our Father, Universalist, 540 Broadway; Phillips Chapel, Congregational, 588 E Seventh street.

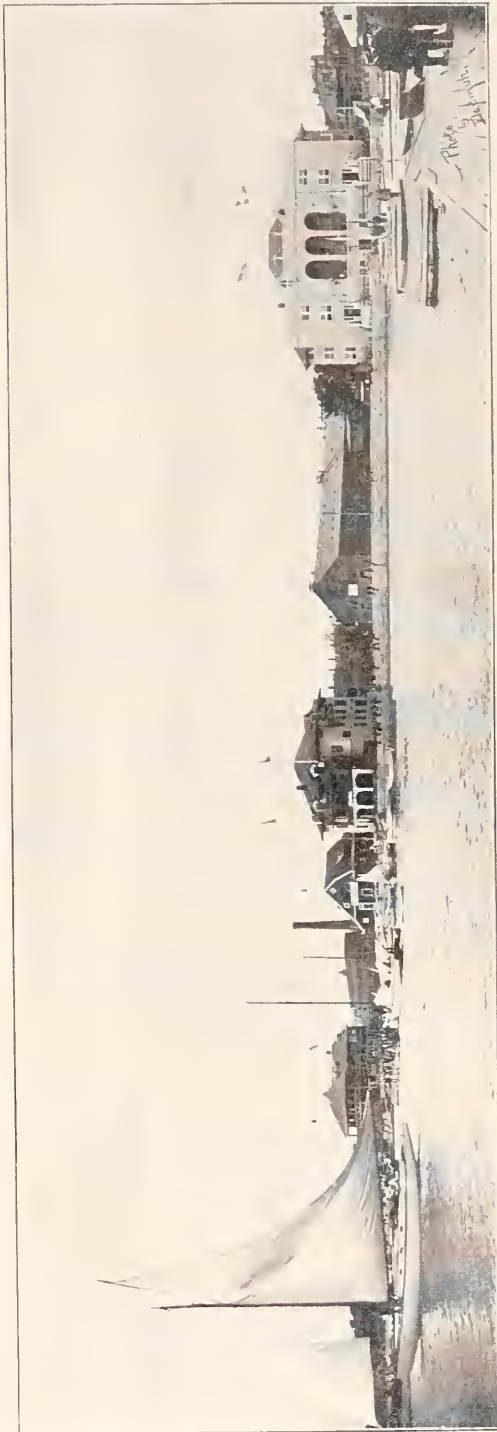
MANUFACTURING.

The present industries of South Boston are numerous and productive, but many of the formerly great manufactories and business enterprises long since ceased to exist. Many remember the old chain works on F street, near Broadway, where the heaviest anchor chains were manufactured as late as 1875. The invention of machinery for performing the work cheaper than by hand operations closed the establishment, which for many years had been a South Boston institution.

The manufacture of glass was one of the earlier South Boston industries, and

no less than six establishments were in operation at one time. That of William Caines, on B street, was the last to succumb to the march of invention, but it was not until twenty years ago that the business was abandoned. In this connection, it is interesting to know that Mr. Caines still lives at an advanced age, and resides in South Boston.

South Boston formerly boasted of the most extensive iron works in New England, but it was not until 1883 that these great industrial enterprises began to languish. Twenty-five years ago, several thousands of skilled mechanics were employed in foundries and rolling mills. The Bay State Iron Works on First street, City Point, where iron rails were produced, had over three thousand names upon its pay roll, and the machinery was operated by day and night. The Norway Iron Works on Dorchester avenue, where iron wire and sheet iron were manufactured, were likewise extensive and in continuous operation except on Sunday. These great concerns together with Alger's foundry and the Fulton Iron Foundry and many other similar manufacturing enterprises, yielded to competing furnaces that were put in operation near the coal and iron mines where the cost of transporting raw materials was avoided, thus reducing the cost of the manufactured product. The extensive Printing Press Manufactory of R. Hoe & Company on Foundry street, was removed to New York in 1875 where the establishment is still in operation. The manufacture of heavy cannon and shell for the United States navy, was conducted on Foundry street as late as 1885, and some of the great pieces of rifled ordnance there constructed, are now mounted in forts along the coast. Among the principal industries of South Boston at the beginning of the twentieth century, are as follows: Standard Sugar Refinery, Granite street; Boston Button Company, 326 A street. Ipswich Mills, Second and B streets; Russell Boiler Works, First and C streets; Hersey Manufacturing Company, 314 Second street; Whittier Machine Company, Granite street; Brooklyn Cooperage



YACHT CLUB HOUSES FROM WATER FRONT.

Photo by Lion Dandman.

Company, First and B streets; Potter Shank Company, 41 West First street; S. A. Woods Machine Company, off Dorchester avenue; Boston Beer Company, 249 West Second street; Chase & Co., 347 Congress street; Moore & Wyman, Granite and Richard streets; Anderson Manufacturing Company, 298 A street; John Souther & Co., 671 Dorchester avenue; Jenney Manufacturing Company, 291 West First street; George Lawley & Son, First and O streets; Shales & May, 292 Dorchester street; Robert Bishop, 157 West Sixth street; Walworth Manufacturing Company, E First street, City Point; Suffolk Brewing Company, Eighth and G street; R. Harrison & Son, 338 West First street; R. Estabrooks & Sons, First and C streets; Boston Asphalt Company, 308 A street; Cunningham Boiler Works, Congress and B streets; Bowker, Torrey & Company, 80 Granite street; South Boston Roofing company, 384 West First street; Bay State Belting Company, 164 A street; Thomas Miley & Son, 517 Second street; O. Sheldon Company, 340 West First street; Sweatt & Chase, 116 West First street; Hunt and Spiller, 383 Dorchester avenue; George H. Lincoln & Co., Alger street; P. Lally & Sons, 21 West First street; Commonwealth Manufacturing Company, 249 A street; Howard Iron Foundry, Dorr street.

At the date of writing, the Standard Sugar Refinery employs over twelve hundred men and the works are operated day and night. About six hundred barrels of the best granulated sugar are daily produced from beet and raw cane sugars.

Among the great industries of recent years, now inoperative, may be mentioned the Downer kerosene works, 122 West First street, the cordage works on East Sixth street, and the plant of the South Boston Gas Company on Dorchester street.

The shipyard of George Lawley & Son at City Point, has a national reputation. The Messrs. Lawley are now constructing another yacht for Thomas W. Lawson, who hopes that the speed of

his vessel will entitle him to defend the cup next summer against the yacht that is now under construction in England. The coveted prize is in the possession of the New York Yacht Club, and was originally offered as an incentive for the development of speed in sailing yachts through designing. The new South Boston yacht will be constructed of steel and is already in frame.

POLITICS.

During all of these forty years, that have so changed the population, the appearance and the industries of South Boston, as great changes have been observed in the political field. In 1860, it was impossible for a Democrat to obtain an elective office, while now it is equally impossible for a Republican to be elected at the polls. The Republicans retained their political preponderance until 1875, when Hon. Benjamin Dean (Democrat) was elected to a seat in Congress, largely, however, by the votes of his Republican neighbors, to which his antagonist, Hon. W. A. Field, afterward Judge Field attributed his defeat. Since that event Democrat ascendancy progressed until Hon. James A. McGeough, Hon. P. A. Collins, and Hon. John B. Martin were elected to the Massachusetts senate in various years. Later, Mr. Collins was sent to Congress for two terms, and he also commanded considerable Republican support. No South Boston Republican has recently been elected to the legislature, and South Boston Republicans have had no party representative in the board of alderman or common council for quite a number of years. Neither are they likely to be so favored except in the event of a quarrel among the Democrats.

SOCIETIES.

The social condition must naturally follow any discussion of the religious and political aspects of a community, and it may be said that in no city and among no people are social functions more in vogue or more interesting than in South Boston. All of the churches maintain

societies for social intercourse, and the organizations formed for charitable, reformatory, protective and beneficent purposes are well represented in South Boston, and the public halls are hardly adequate for the accommodation of the numerous bodies that constitute its social life. First in importance are the Masonic bodies which, in 1860, consisted of St. Paul's and Gate of the Temple lodges, F. A. M. Two lodges, Adelphi and Rabboni, have since been constituted, the latter, however, having recently located in Dorchester, where the membership largely resides. St. Matthew's Royal Arch Chapter and St. Omer Commandery of Knights Templar, complete the Masonic fraternity, which have spacious and elegant apartments in the two upper stories of the Savings Bank building at the corner of Broadway and E street, where all the bodies hold their regular communications and public assemblies.

Odd Fellowship in South Boston, has also made an advance since the civil war, when the contingent consisted of Bethesda Lodge and Mount Washington Encampment. Hobah Lodge is an offshoot of Bethesda, and the Rebekah dispensation is represented by Bernice Lodge. Bethesda Lodge has a large building fund, and owns a site at the corner of Dorchester and Fourth streets, but the erection of an Odd Fellow's building was postponed when the Baker block was constructed at the corner of Broadway and F street, and apartments were specially planned to accommodate the lodge. These are known as Bethesda and Bernice Halls, and they are leased for a term of years. Hobah Hall is at the corner of Dorchester and National streets.

The South Boston Citizens' Association is now making arrangements for the dedication of the memorial monument on Thomas Park, that has been erected by the commonwealth to commemorate the Evacuation of Boston by the British in 1776. The Association was largely instrumental in securing the appropriation for this suitable memorial of an event that contributed in a great degree,

to American independence. Before the dedication exercises will occur the one-hundred and twenty-fifth anniversary of the evacuation of Boston. Evacuation Day, March 17, will now be one of South Boston's annual observances. John H. Means, president of the association, has appointed an efficient committee of arrangements, and planned to have the festivities close with a banquet, at which Senator Hoar will probably deliver the principal address.

Since the civil war, there has been no social organization that has attracted more notice or commanded more public sympathy, than the Grand Army of the Republic, which is composed of the veteran soldiers and sailors who engaged in defending the nation when its existence was threatened. Dahlgren Post has a membership of nearly two hundred, and meetings are regularly held in Memorial Hall on E street. Washington Post has a membership of nearly one hundred, and meets in Pythian Hall on Broadway. Auxiliary to these posts, there are two branches of the Woman's Relief Corps, and a camp (Dahlgren No. 98) of the Sons of Veterans, is associated with Dahlgren Post. Gettysburg Command, Union Veterans' Union, is another organization of veterans of the civil war, that meets in Tonti Hall on E street.

The City Point Catholic Association is a prominent social organization with a clubhouse at 744 Fourth street, where fashionable receptions are held and entertainments are given. The society is noted for its negro minstrelsy, and its public performances are always attended by crowds of delighted patrons.

The Church Home for orphans and destitute children on N street, is an institution that is maintained by Episcopalian contributions, and it constantly cares for the education and support of several hundred helpless children.

Other societies located in South Boston, are as follows: Unity, Mount Washington and Farragut lodges, Ancient Order of United Workmen; Mattapanock, Broadway and City Point lodges, Knights of Honor; Lincoln and Winthrop councils, Royal Arcanum; South Boston

Council, Knights of Columbus; Beulah Chapter, Golden Rule Alliance; Divisions 6, 7, 11, 13, 32, Ancient Order of Hibernians; Good Shepherd Court, Foresters of America; St. Patrick's, SS. Peter and Paul, St. Augustine, St. Michael, Notre Dame and St. Aloysius Courts, Catholic Order of Foresters; Washington Lodge, Knights of Pythias; Welcome Council, Home Circle; Taylor and Garfield councils, American Legion of Honor; Friendship Lodge, Knights and Ladies of Honor; Mount Carmel Commandery, Knights of Malta; Columbia Lodge, Order of New England; Volunteer, Mizpah and Defender lodges, N. E. Order of Protection; Mount Washington Colony, United Order of Pilgrim Fathers; Mount Washington, Shawmut and Echo commanderies, United Order Golden Cross; Washington Lodge, German Order of Harugari; Puritan, Garfield and old Colony assemblies, Royal Society of Good Fellows; Signet and Wendell Phillips councils, Order of United Friends; Admiral Nelson lodge, Sons of St. George; Clan Farquharson, Order of Scottish Clans; Frank Haven Hinman lodge, Loyal Orange Institution; Freight Handlers and Longshoreman's assemblies; Knights of Labor; SS. Peter and Paul, Father Mathews and St. Augustine societies, Catholic Total Abstinence Union. The Associated Charities have a branch office at No. 366 Broadway, and the Provident Association at No. 325 E street.

BANKS.

In the early days of South Boston, the Mechanics Bank figured as the only financial institution, and it prospered until the flight of our industries compelled removal, together with the Broadway Bank that was founded in 1853. The former is still conducting a prosperous business in the city, and it was not until recently that the Broadway discontinued. The only bank of deposit in South Boston now existing is the Mattapan Deposit and Trust Company, with banking rooms at Broadway and E street. It was established some ten years ago and is quite

conservative in its methods, although interest is allowed upon balances exceeding a certain sum.

The South Boston Savings Bank was established and incorporated during the civil war, and its business has always been skillfully managed by a body of citizens who render gratuitous service. Its investments have been profitable, one of which was in erecting the building in which it is now located at Broadway and E street.

FIRE DEPARTMENT.

The fire department is represented by six steam engines, one chemical engine, two combination wagons, one combination ladder and one ladder truck. Notwithstanding that buildings are here principally built of wood, there is seldom a serious loss by fire, for although very combustible, the buildings are not high, excepting in the business section, and therefore can easily and quickly be drenched with water. Alarms are given from sixty signal boxes scattered through the streets, and from private boxes in some of the large manufactories and storehouses.

MUNICIPAL COURT.

The South Boston Municipal Court was established in 1875, since which time it has been in continuous operation. Hon. Robert I. Burbank was the first presiding judge, and Hon. Joseph D. Fallon was an associate justice. Hon. Joseph D. Fallon is now presiding judge, and his associate justices are Hon. Josiah S. Dean and Hon. Charles J. Noyes.

POLICE SERVICE.

The police force of South Boston consists of two captains, four lieutenants, six sergeants and about one hundred and twenty patrolmen. There are two police stations, Nos. 6 and 12, fitted with sleeping rooms for the night relief, and cells for prisoners. Each station has a patrol wagon, and is in communication by telephone with headquarters and with the other stations, also with the signal boxes in the public streets.

The location of the Insane Asylum and House of Correction in South Boston was generally regarded as detrimental, and for many years efforts have been made to secure their removal. The former has been re-located, but the House of Correction remains as a stigma upon this portion of the city. The buildings have repeatedly been declared by committees and experts to be unsuitable for such an institution, and it is expected that new buildings will soon be erected at Deer Island, where there is ample space and where the prison will cast no slur or reflections upon any portion of the municipality.

RECREATION.

The city has wisely devoted a square of the reclaimed land elsewhere mentioned for a public playground, where various athletic games are played, and out-of-door sports are indulged in. It is called Commonwealth Park, and is open to all who desire recreation. A gymnasium building has been erected upon the grounds that is equipped with all the paraphernalia and apparatus necessary in such an institution. It is free for public use under certain regulations. A playground is also located in the square bounded by First, Second, M and O streets.

A salt water swimming beach for men and boys, is maintained by the city at the southerly end of L street, and persons from very distant localities visit it to enjoy a swim in salt water, having a more agreeable temperature than at the open sea. It is the greatest bath of its kind in the whole world. Floating bathing houses are also available in summer, for men and boys at Mount Washington avenue and Dover street bridges, and for women and girls at Dover street bridge and at the foot of M street. These baths are free and are used by an almost incredible number of people.

THE OLD RESERVOIR.

It was November 8, 1849, that the water was let on in the reservoir, on Telegraph Hill, then just completed. This reservoir

had a capacity for 7,500,000 gallons of water and served its purpose as a source of local supply until about 1872, when the supply, which had become inadequate, was shut off. The water having also become somewhat stagnant, the reservoir was then cleaned out. For some years thereafter the reservoir was resorted to only in case of fire.

In 1895 the land on which the reservoir then stood was taken from the water



OLD SOUTH BAPTIST CHURCH.
FORMERLY BROADWAY AND F STREET.

department for the purpose of erecting in its place the new and costly South Boston high school, soon after which the reservoir was torn down.

STREET EXTENSIONS.

The agitation for a nearer avenue to the South End and Roxbury, culminated, in 1875, in the building of Swett street, from Washington Village to Albany street, and a line of cars through this street and Columbia road, is contemplated. The latter has recently been constructed by the widening of Boston and Columbia streets to Blue Hill avenue and Franklin Park. As a part of this improvement, the extremely danger-

ous grade crossing of the Old Colony Railroad on Dorchester avenue, has been eliminated. To accomplish this, the road bed was re-located to skirt the South Bay, and thence cross beneath Boston street and the avenue, the grades of which were raised to perfect the scheme.

SPANISH WAR.

The recent war with Spain was fatal to quite a number of young South Bostonians who were connected with the Ninth Regiment, Massachusetts Volunteer Militia. This regiment was accepted by the United States government for active service, and it formed a part of the forces that besieged the city of Santiago, Cuba, in the summer of 1898. Three companies, B I and C, were recruited almost exclusively, in South Boston. Company B was commanded by Capt. George F. H. Murray, Company I by Capt. John H. Dunn, and Company C by Capt. T. F. Quinlan. Lieut.-Col. Lawrence J. Logan, Major Michael J. O'Connor and Surgeon William H. Devine, all of South Boston, were among the regimental officers. The regiment was among the first to land and to attack the enemy, which retreated with a determined show of resistance. Two engagements and several skirmishes were experienced before the Spanish forces reached their fortifications in front of Santiago, where the Americans established entrenchments, in which the Ninth regiment was stationed for many days, beneath a tropical sky, and without shelter from the almost incessant rain storms that prevailed. With insufficient or improper food, these well-bred heroes from Massachusetts maintained a constant musketry fire or participated in numerous sorties upon the enemy. The terrible hardships experienced culminated, upon the surrender of the Spanish, in attacks of fever, and disorders peculiar to the Cuban climate, that were shared by the entire American army, which was none too soon withdrawn to save those who finally recovered. Before this evacuation, however, many of the strongest and most robust were quickly reduced to

perfect helplessness, and deaths were numerous. Among these, were Majors Grady and O'Connor. Colonel Bogan was an early invalid and came home to die. He was succeeded by Colonel Logan who was himself soon disabled, and forced to retire. Major Murray was seized with fever, but he continued with the regiment until its departure from Cuba.

PUBLIC LIBRARY.

A branch of the Boston Public Library was opened in 1885, and it occupies the second story of the Savings Bank building. It is open daily and on Sunday evenings. There are spacious reading rooms and books are loaned for home use. In January, 1901, a sub-station of the public library was established in the basement of the John A. Andrew school.

A "Family Directory of South Boston" was published in 1891 by Mr. Fred C. Floyd. It contained the names of the occupants of dwellings, stores, and manufactories in South Boston, arranged separately by streets. It also contained an alphabetical directory of residents, and a business directory. It was intended to publish this directory annually, but in this the publisher failed in his purpose.

FREE TRANSFERS.

In common with other parts of the city, South Boston participates in the free transfer system of the Elevated Railroad Company, by which, for a single fare, transportation is furnished in every direction, and special lines of cars are operated from City Point to Dorchester, Roxbury, Brighton, Cambridge, Medford and Everett. Free transfer stations are maintained at Broadway and Dorchester street, and at Broadway and Dorchester avenue. Transfer can also be made again, at any transfer station along the route, to proceed in the same general direction.

POPULATION.

The population of the three South Boston wards according to the United States census one year ago, was 70,161,



THE SOUTH BOSTON HIGH SCHOOL
IN PROCESS OF CONSTRUCTION.

or one eighth of the population of the city. The number of assessed polls last April, was 19,916, and the number of ballots cast for president at the recent election, was as follows: — For William J. Bryan, Democrat, 7887. For William McKinley, Republican, 2801. Total, 10,688.

When it is considered what tremendous disadvantages the early residents of South Boston encountered and contended with, the present inhabitants may well wonder at the achievements of their predecessors, and be truly thankful that they are living in the era of electricity, by which rapid transit and cheap transportation through the public streets, have been made possible.

FRED C. FLOYD.

PUBLIC SCHOOLS.

The public schools of South Boston hold rank with any in the city, and when graduating from the city high schools, South Boston students have taken their full proportion of prize medals, although handicapped by distance and consequent fatigue; which forced many South Boston students to relinquish their cherished desire for a higher education. Others continued on to find their health injured before the precious diploma could be secured. Conscious of these difficulties, the people of South Boston began several years ago, to demand the establishment

of a high school where the higher branches of education could be studied without sacrificing home comforts and without traveling many weary miles through rain and snow. It was not, however, until six years ago that the necessary appropriation for a building was secured. A site was selected in 1895, on G street, where the reservoir was formerly located, and a handsome high school building is now in process of erection, that will be equipped with all of the modern appliances and the necessary apparatus for demonstration. It is hoped that the school can be instituted when the next school year begins.

Free evening elementary schools are held in South Boston during the winter, to which all are admitted regardless of age or proficiency in study. The sessions of these schools are held in the Bigelow and Lincoln school houses.

LAWRENCE SCHOOL.

Previous to March, 1868, the Lawrence school was a mixed school, under the charge of Josiah A. Stearns, master, and Larkin Dunton, sub-master. At this time Master Stearns and the girls were transferred to the new Norcross building, and the Lawrence was organized as a boys' school, under the charge of Mr. Dunton as master. Mr. Stearns was a kind-hearted, sympathetic, courteous gentleman, beloved and respected by everybody. He served the city most

faithfully and ably as master of the Mather, Lawrence and Norcross schools for a period of forty years, beginning in 1842. A few years ago Master Leonard had one of the class-rooms that was no longer needed for pupils, partitioned off and converted into a comfortable teachers' reception room, and a large library room fitted up with book-cases, tables,

been built, the old black-boards on the walls have been removed, the walls tinted and decorated with appropriate pictures and busts of eminent men, the gifts of the several graduating classes since 1878. A stereopticon bought with money from the Gibson fund has been set up in the hall.

For many years the Lawrence school was the largest in the city, there being sometimes over one thousand grammar pupils: but during the last few years the number has been gradually diminishing, owing chiefly to the taking of land for railroad purposes. At the present time there are six hundred and nine pupils in the grammar school. The teachers are:

Master, Amos M. Leonard.
Sub-Masters, Augustus D. Small, George S. Houghton.
Assistants, Charlotte L. Voigt, Agnes G. Giffether, Isabella F. Crapo, Kate Haushalter, Mary E. McMann, Maud A. Gleason, Mary A. Montague, Mary A. Conroy, Margaret J. Schenck, Mary F. O'Brien, Jennie E. Bailey, M. Louise Gillett and Elizabeth J. Andrews.

There are 539 primary and ninety-seven kindergarten pupils in the Lawrence district. These occupy the old Mather building on Broadway, and the Samuel G.

etc. The best books remaining of the old Lawrence Association Library are preserved in the new library. The city has supplied the school from time to time with a large collection of valuable books, and additions are now made every year from the Gibson fund, the object being to build up, for the use of teachers and pupils, a useful school library. In the library room there are cases for the philosophical apparatus, minerals, mounted birds, etc. The school hall has been greatly improved. A new stage has

Howe building on Fifth street. The old Parkman building on Silver street is no longer used for primary pupils. The names of the primary teachers are:

First Assistants, Sarah E. Lakeman, Martha S. Damon. *Assistants*, Margaret M. Burns, Maud F. Crosby, Lena J. Crosby, Mary E. Flynn, Eva C. Morris, Amelia McKenzie, Emma Britt, Minnie F. Keenan, Martha J. Krey, Mary E. T. Shine, Henrietta Nichols and Sabina F. Kelly.

Kindergarten Teachers, Principals, Mary Wall, Bertha Arnold. *Assistants*,



LAWRENCE SCHOOL.

Anna M. Mullins and Ida G. Thurston.

Amos M. Leonard, master of the Lawrence school, is a descendant, in the seventh generation, of James Leonard who, with his brother Henry, established the first permanent iron works in this country, at Taunton, in 1652. They had previously been interested in the same business in England and Wales. They claimed kinship with Lord Dacre who was descended from William the Conqueror. There have been iron workers in each generation of the Leonards. Mr. Leonard was born in Stoughton, the third of nine children. His father owned a small farm on which was a mill pond and small factory or shop in which he made shoemakers' kit and edge-tools. Mr. Leonard, with his brothers, when not attending school worked on the farm and sometimes assisted his father in the shop. When fourteen years of age he came under the influence of a remarkable teacher who boarded in the family. A new interest in his studies was soon awakened. What before had been an unwelcome task now became a keen delight, and his highest ambition was to become, like his ideal, a teacher. As there was no high school in Stoughton, at that time, he began the study of Latin, algebra and geometry under this teacher in the ungraded district school—the same school that the Hon. Henry L. Pierce and his brother Edward attended when they were boys. Wishing to pursue his studies further, he entered Pierce Academy, Middleboro, in the fall of 1859. At the end of three years—having been engaged in teaching school in Stoughton one-half of this time—he entered Tufts College. Believing there were greater advantages at a larger institution, at the end of one year he applied for admission to Harvard University, passed the examinations successfully, was admitted, and graduated from that institution in 1866. He was a member of two college societies, the Theta Delta Chi and the Pi Eta. During his college course he taught school in Stoughton for three winter terms. The extensive knowledge of a practical sort acquired in

early life and the habits of industry, perseverance and self-reliance then formed have been a constant advantage to him in his profession.

In September, 1866, Mr. Leonard was engaged as teacher of Latin and mathematics in Mr. David B. Tower's Latin school on Park street. He resigned this position and entered the service of the City of Boston, October 22, 1866, on a larger salary, having received the appointment of usher after a competitive



AMOS M. LEONARD, LAWRENCE SCHOOL.

examination to which he had been invited by a member of the school committee. He was placed in charge of a branch of the Quincy school then located in the old Franklin building on Washington street, near Dover street. May 1, 1868, he was appointed sub-master of the Lawrence school after a competitive examination of over sixty applicants for the position. September 1, 1872, he was appointed master of the Lawrence school to succeed Mr. Larkin Dunton, who had been selected to organize and take charge of the new Boston normal school. At that time Mr. Leonard was the youngest master in Boston, and the Lawrence was the largest school. He is a member of the Boston Masters' Association, and of the Massachusetts Schoolmasters' Club. He is interested in historical

studies and in good literature. He is very fond of good music, especially classical music, and was a member of the Handel and Haydn Society, and of the Boylston Club for many years.

NORCROSS SCHOOL.

The Norcross school was founded in 1868 and is located at the corner of D and Fifth streets. The district was formed out of the Lawrence and Bigelow



NORCROSS SCHOOL.

districts. The Lawrence was then a mixed school which was then divided, the boys remaining in the old quarters; and the girls, with their old master, the esteemed Josiah A. Stearns, moving into the new Norcross building. This building is unfortunately one of that obsolete type which illustrates the folly of entrusting school architecture to men unacquainted with the needs of schools, and perhaps indifferent to their welfare. The old rule however holds good that the teacher makes the school and in this particular the school is one of the best in the city. Here visitors are always welcome, as the business of the school is always open to inspection and fullest

investigation. The first principal, Mr. Stearns, was a superior teacher and true gentleman. He practically died in the harness, for, resigning his mastership in 1882, enfeebled by many years of faithful service, he survived but a few months. This school has a membership of about seven hundred. The teachers of this excellent school are as follows.

Master, Fred O. Ellis. *First Assistants*, M. Elizabeth Lewis, Mary R. Roberts. *Assistants*, Emma L. Eaton, Mary E. Downing, Miria L. Nelson, Emma F. Crane, Juliette Smith, M. Josephine Leary, Elsie M. Paul, Agnes J. Hallahan, Cherrie W. St. Clair, Ellen T. Noonan. *Special Instructors*, Cookery, Julia T. Crowley. Sewing, Catherine J. Cadogan, Mary J. McEntyre. *Janitor*, Samuel T. Jeffers, *Truant-officer*, Amos Schaffer.

PRIMARY SCHOOLS. DRAKE SCHOOL, THIRD STREET.

First Assistant, Eleanor J. Cashman. *Assistants*,

Fannie W. Hussey, Abbie C. Nickerson, Kate E. Fitzgerald.

CYRUS ALGER SCHOOL, SEVENTH STREET.

First Assistant, Ann E. Newell. *Assistants*, Hannah L. McGlinchey, Harriet L. Rayne, Jennie A. Mullaly, Alice W. Baker, Josephine J. Mahoney. *Janitor*, James M. Demeritt.

KINDERGARTEN.

CYRUS ALGER SCHOOL, SEVENTH STREET.

Principal, Louise M. Davis; *Assistant*, Ruth Perry.

Fred O. Ellis master of the Norcross school entered the service of the City of Boston in 1867 and was sub-master in

the old Bigelow school until 1881, when he began his work in the Norcross. Before coming to Boston he had charge of the high and grammar schools at Swampscott, Massachusetts. In 1862, obeying his country's call, he enlisted in the late war, and it is worthy of note that seven boys who had been members of his school the preceding winter enlisted at the same time and all went together to the front. The school committee of Swampscott held his position open, awaiting his



FRED O. ELLIS, NORCROSS SCHOOL.

return, and at the close of his faithful army service he resumed the work of teaching. In February 1865, he was commissioned by Governor John A. Andrew, war governor of Massachusetts as a captain in the state militia. He has the good will of his many pupils and takes a deep interest and pride in his school. He is well suited to the work of master and under his guidance the Norcross school has taken a leading position among the schools of the city.

SOUTH BOSTON SCHOOL OF ART.

The South Boston School of Art is supported by the fund left by John Hawes in 1830 for educational purposes for the benefit of South Boston people. The use of this money has been distributed in many ways. From 1835 to about

1850, Miss Burrill's private school was assisted by the payment of a small sum for each pupil residing in this section. In 1837 money was appropriated for a public Sunday-school. In 1870, before the city provided evening schools, this fund maintained one. Later, in 1872, a drawing school was maintained in the South Boston Saving's Bank building. It had at its head, Walter Smith, at one time director of drawing in the city, and he was assisted by able instructors. This was the beginning from which the present art department has grown. For some time the pupils occupied the Bird school, but in 1892 the school was moved to its present location at the corner of Emerson and Fourth streets. This building belonged to the fund and was formerly the Hawes Place church. The school is open from October to May, afternoon and evening. It includes various departments of free-hand drawing, mechanical drafting, modeling in clay, yacht and ship designing, shorthand, vocal and physical culture, and water color painting. The summer vacation school is confined entirely to sloyd and wood-working for boys. The free-hand department is under Prof. G. H. Bartlett, assisted by Annie E. Blake and Ethel G. Bartlett. Mr. John L. Frisbee has the yacht and ship designing department, William S. Brown and Daniel W. Colby the mechanical department. Miss Grace Vaughn Bail has the physical culture class, Miss Edith G. Bartlett the water color class, while the shorthand is taught by Francis H. McCarthy and Miss Harriet Weiler. Prof. Josef Sanberg has charge of the sloyd work, and Mrs. E. A. Southard, assistant. The trustees are, Hon. Charles T. Gallagher, George E. Alden, Henry C. Mitchell, treasurer, Edward A. Church and Thomas Hills.

BIGELOW SCHOOL.

The Bigelow school district was organized in 1849 and the first building was dedicated May 2, 1850. It was designed for girls only and when the school was opened its pupils comprised the girls who had formerly attended the Hawes school. The building was named



OLD BIGELOW SCHOOL.

for Hon. John P. Bigelow, then mayor of Boston, who presented the school with a valuable clock. The school afterwards became a mixed school with boys and girls occupying the same room, but in September, 1866, the boys and girls were placed in separate rooms. For some years past, however, the school has been occupied entirely by boys. The first master was Frederick Crafts, formerly master at the Hawes school. He resigned in August, 1852, and was succeeded by Joseph Hale, who served until 1862; he was followed by C. Goodwin Clark who was headmaster until 1865, when Henry C. Hardon, now master of the Shurtleff school, became principal. Mr. Hardon was succeeded by Thomas H. Barnes, now of the Gaston school, after which Frederic H. Ripley became master, and, in 1896, J. Gardner Bassett assumed charge. The sub-masters have been as follows, C. Goodwin Clark, Joseph Hale, Granville B. Putnam, H. H. Hall, Thomas H. Barnes, Fred O. Ellis, J. Gardner Bassett, W. Lawrence Murphy, John F. McGrath and Carroll M. Austin. Among the pupils graduating from this school in the class of 1866 as Franklin medal scholars, the last year the Franklin medals were given in Boston grammar schools, were Albert D. Handy, Henry C. Hosley, the late Fred H. Littlehale, Charles H.

Johnson, Earl M. Cate and Charles C. Littlefield. This school has an alumni association comprising over one hundred members, with the following officers: J. Carlton Nichols, president; Charles C. Littlefield, secretary and Aaron Wolfson, treasurer. Recently the old school building, which was a brick structure of four stories costing about \$40,000,

was taken down and replaced by the costly new Bigelow school building, which will be fully adequate for the needs of this large district.

The Hawes Hall and Simonds primary schools on Broadway are also in this district. The teachers are as follows:

Master, J. Gardner Bassett. *Sub-Masters*, John F. McGrath, Carroll M. Austin. *First Assistants*, Amelia B. Coe-Ellen Coe. *Assistants*, Martha A. Goodrich, Eleanor M. Jordan, Angeline S. Morse, Margaret E. Roche, Sabina G.



J. GARDNER BASSETT, BIGELOW SCHOOL.

Sweeney, Frances Z. Whalen, Mary Nichols, Alice M. Robinson, Malvena Tenney, Josephine Crockett, Evelyn M. Howe, Katharine P. Kelley and Catharine H. Cook. *Special Instructors.* Manual Training, Sybel G. Brown, Louise H. Billings.

PRIMARY SCHOOLS.

HAWES-HALL SCHOOL, BROADWAY.

First Assistant, Ann J. Lyon. *Assistants,* Sarah D. McKissick, Ella F. Fitzgerald, Margarette H. Price, Laura

completing the twenty-eighth year of his connection with the school. Through the cöoperation of Dr. William J. Gallivan, president of the school board, and Mr. J. Carlton Nichols, chairman of the sixth division committee, Mr. Bassett was instrumental in having the new Bigelow school building erected. With Mr. Charles C. Littlefield, he organized the Bigelow School Alumni Association, in June, 1900. This association, of which Mr. J. Carlton Nichols is president, will take an active part in the dedication of the new building when it is completed. There are in the district about 1300 pupils.

SHURTLEFF SCHOOL.

The Shurtleff school for girls, located on Dorchester street, is one of the largest and best lighted in Boston. This school is the outgrowth of the Bigelow and was founded in 1869. Before this time the Bigelow school embraced the territory now in its own district in addition to that of the Shurtleff and included a part of the present Hart school. The schools were then housed in eight buildings, four of which were rented. At the completion of the Shurtleff school building, the Shurtleff then formed its own separate district, H. C. Hardon,

the master, being transferred from the Bigelow school. The building, which is named for Mayor Shurtleff, is identical to that of the Lyman school of East Boston. Since the school was organized, thirty-one classes have been graduated, comprising about 1,500 pupils. Of late years the graduating classes have exceeded the average in scholarship of those of former years, indicating that their interest in their studies is of a high order. For the past nine years the school has possessed an association of graduates, members of which are vigorous defenders of their alma mater. In this district there is also the Clinch primary school on F street, and also a well attended kindergarten department. The teachers of the district are as follows:



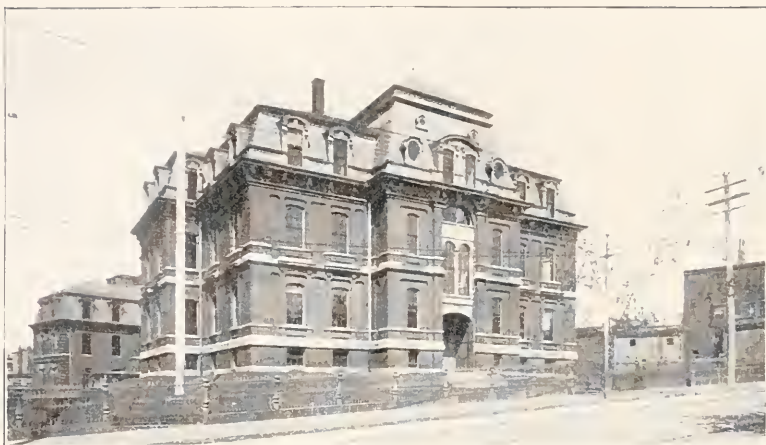
NEW BIGELOW SCHOOL.
IN PROCESS OF CONSTRUCTION.

S. Russell, Mary L. Howard and Julia A. Rourke.

SIMONDS SCHOOL, BROADWAY.

Assistants, Annie S. McKissick, Julia G. Leary, Florence L. Spear.

J. Gardner Bassett, master of the Bigelow school, was born in Bridgewater, Mass. He obtained his early education in the schools of his native town, where he also fitted for his profession by taking a four years' course at the Bridgewater State Normal School. He first commenced teaching in North Woburn, and later taught in Fall River. It was January 26, 1874, when he came to the Bigelow school as usher. In 1896 he was elected master and has served as such to the present time, and is now



SHURTLEFF SCHOOL.

Master, Henry C. Hardon, *First Assistant*, Anna M. Penniman. *First Assistant*, Ellen E. Morse, *Assistants*, Katharine A. Dwyer, Jane M. Bullard, Winnifred C. Folan, Harriet S. Howes, Mary M. Clapp, Marion W. Rundlett, Anna L. Scallan, Ella G. Fitzgerald, Marguerite S. Clapp, Margaret L. Nolan, Margaret M. Ring. *Special Instructors*: Cookery, Julia T. Crowley; Sewing, M. Lillian Dunbar.

PRIMARY SCHOOL.

CLINCH SCHOOL, F STREET.

First Assistant, Lucy A. Dunham. *Assistants*, Alice G. Dolbeare, Mary E. Morse, Alice C. Ryan, Lillian M. Hall, Florence G. Frazer, Katherine S. Nash, *Janitor*, John McLeod.

KINDERGARTEN.

SHURTLEFF SCHOOL, DORCHESTER STREET.

Principal, Frances S. Tufts, *Assistant*, Florence H. Murray.

Henry C. Hardon, master of the Shurtleff school, was born in Mansfield, Mass., where he first attended school. When very young his parents moved to Virginia, where he attended private school, and later Martinsburg academy. He afterwards entered Berkley seminary. He first commenced teaching at the academy and later became a teacher of

geometry at the seminary. In early manhood he engaged in mercantile pursuits in Massachusetts, after which he became head teacher at the farm school. His first teaching in South Boston was as usher in the Hawes school. He afterwards became sub-master at the Mather and Lawrence schools and became master of the Bigelow in 1865. Nearly one hundred teachers have served under his long administration as master of the two districts which he has so ably served.



HENRY C. HARDON, SHURTLEFF SCHOOL.

LINCOLN SCHOOL.

This school, situated on Broadway, between I and K streets, which has graduated many pupils who have become prominent in business and public life, was established in 1859, and dedicated September 17 of that year, was first occupied by both sexes. The building, which has ever since served its purpose well, is a large four-story brick structure, and first contained fourteen school rooms and hall. The school was named for one of



LINCOLN SCHOOL.

the mayors of Boston, Frederick W. Lincoln. In 1873 the school district was divided, the girls going to the Gaston school. Since that time this school has been occupied by boys. In 1889 the district was again divided, a portion of the pupils going to the Thomas N. Hart school. At this time one of the school rooms was converted into a master's office and since, the school has contained thirteen working school rooms. The late Alonzo G. Ham was then master of this school, but when the Thomas N. Hart school was opened, he assumed charge there, taking with him a number of teachers, including sub-master John F. Dwight, who is now principal of the Thomas N. Hart school. Mr. Ham was one of the most popular masters in the service of the city. When the Gaston

school was erected, C. Goodwin Clark, then master at the Lincoln school, was transferred there and Mr. Ham, who was the sub-master, was given full charge. The present master, Mr. Maurice P. White, came to the school in 1889. The Tuckerman primary school, E. Fourth street, and the Choate Burnham primary and kindergarten school on E. Third street are in this district. The teachers in this district are as follows:

Master, Maurice P. White, *Sub-Master*, William E. Perry, Charles N. Bentley, *First Assistant*, Martha F. Wright, *Assistants*, Josephine A. Simon-ton, Hattie E. Sargeant, Louise A. Pieper, Florence O. Bean, Vordisa J. Comey, Annie M. Mulcahy, Ellen A. McMahon, Hannah L.

Manson, Jennie M. Pray, Agnes G. Nash, *Special Instructor*, Manual Training, Olive I. Harris.

TUCKERMAN SCHOOL.

First Assistant, Elizabeth M. Easton, *Assistants*, Ellen V. Courtney, Mary A. Crosby, Ella M. Kenniff, Mary F. Lindsay, Anna E. Somes.

CHOATE BURNHAM SCHOOL.

First Assistant, Laura L. Newhall, *Assistants*, Kate A. Coolidge, Eleanor F. Elton, Helen M. Canning, Daisy E. Welch, Helen A. Emery, Rachel W. Washburn, *Janitor*, George L. Dacey.

KINDERGARTEN.

CHOATE BURNHAM SCHOOL, EAST THIRD STREET.

Principal, Marita M. Burdett, *Assistant*, Annie E. Pousland.

GASTON SCHOOL.

The Gaston school was dedicated in 1873. It took the girls of the Lincoln school, leaving that a boys' school, in charge of Alonzo G. Ham.

The building is delightfully situated on Fifth street, corner of L street. It is one of the best lighted and best ventilated school buildings in Boston. No account of the Gaston school would be complete without the mere mention of Charles Goodwin Clark. He was born



GASTON SCHOOL.

in Connecticut in 1826. His early life was spent on a farm. His preparation for teaching was at the state normal school at New Britain, when John D. Philbrick was principal. Before coming to Boston he was principal of a grammar school in New Haven, also at Poughkeepsie, New York, where he was superintendent of schools. He came to Boston at the solicitation of John D. Philbrick. He at once took high rank among his associates in Boston. He died suddenly, lamented by his own teachers and pupils, by his brother teachers and by the community in which he was so well known.

This school has a membership of 950. The teachers of the district are as follows :

Master, Thomas H. Barnes; *First Assistants*, Juliette R. Hayward, Sarah C. Winn; *Assistants*, Carrie M. Kingman, Clara A. Sharp, Mary B. Barry, Carrie A. Harlow, Emogene F. Willett, Ellen R. Wyman, Emma M. Sibley, Josephine A. Powers, J. Adelaide Noonan, M. Isabel Harrington, Jennie G. Carmichael, Lila Huckins and Agnes R. Leahy. *Special Instructors*, Cookery, Julia T. Crowley, Sewing, Mary E. Patterson. *Janitor*, Albion Elwell. *Truant-officer*, James Bagdon.

PILGRIM HALL SCHOOL.

732 BROADWAY.

Assistants, Mary S. Laughton, Florence E. Bryan.

PRIMARY SCHOOL.

BENJAMIN POPE SCHOOL, O STREET.

First Assistant, Ella R. Johnson. *Assistants*, Katharine J. McMahon, Carrie W. Haydn, Mary E. Dee, Lelia R. Haydn, Isabella J. Murray, Louise E. Means and Katherine E. Goode. *Janitor*, Charles H. Carr.

KINDERGARTEN.

EAST FOURTH-STREET SCHOOL.

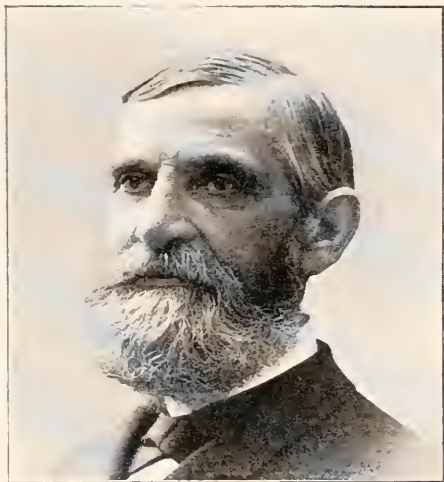
Assistants, Grace L. Sanger, Katharine Macdonald.

Thomas H. Barnes, master of the Gaston school, was born in Waltham, Mass. The house in which he was born is on the spot where his ancestor, Daniel Warren, son of John Warren, built in 1636. It was then a part of Watertown. He is in the sixth generation from John Warren, his grandmother marrying Samuel Barnes. His father was Thomas Barnes, and his mother was Adaline Lawrence, born in Lexington.

His early life was that of the ordinary boy on the farm, attending school a few months in the winter when his services were not needed on the farm. Farm work not being congenial, he early decided to be a teacher if possible. He

prepared at the Bridgewater normal school, Nicholas Tillinghast, principal.

After teaching two terms in district schools, he took charge of the Hancock grammar school, Lexington. Leaving there he became principal of the Hacker school, Salem, which he left in 1865 to be sub-master in the Bigelow school, South Boston. He was promoted to the mastership in 1869, and occupied that position until 1889, when he was transferred to the Gaston school upon the death of his friend, Charles Goodwin Clark. Mr. Barnes was married at



THOMAS H. BARNES, GASTON SCHOOL.

Salem, in 1860, to Louisa J. Varney. They have had four children, only one of whom is now living, William Thomas, at present resident engineer of the Baltimore & Ohio railroad.

Mr. Barnes belongs to the Masonic order and he is a member of several beneficiary orders.

He is a member of the Broadway Universalist Society and holds offices of honor and trust in the denomination at large.

THOMAS N. HART SCHOOL.

This is one of the new type of schools erected in recent years by the city of Boston, built to relieve the much crowded Lincoln school district, and was dedicated in December, 1889. The late Alonzo G. Ham, master of the Lincoln school

for many years, was chosen master of the new school where he remained until his death in 1895, when he was succeeded by John F. Dwight. When Mr. Ham assumed charge at the school he took with him as teachers, John F. Dwight, sub-master, Miss M. J. Stewart, first assistant, Miss J. F. McKissick, Miss Mary B. Powers, Miss Sarah M. Tripp, Miss Idelia Provan, Miss A. G. Hyde, and Miss Bertha Peirce. When the school was opened it was dedicated with appropriate exercises. Hon. Charles T. Gallagher, then chairman of the school committee and the late Dr. L. D. Packard chairman of the district committee, both were present and took an active part. Mayor Thomas N. Hart was also there, as was ex-Governor John D. Long, now secretary of the navy, who delivered the oration. A letter was read from ex-Mayor Lincoln. Edwin P. Seaver superintendent of the Boston schools was among the guests. The musical program was in charge of H. E. Holt, now deceased. The average attendance here is about ninety-six per cent, which is remarkable. The Benjamin Dean school with primary and grammar grades is in this district. In all departments of the work the present master, Mr. Dwight, has the hearty coöperation and earnest support of parents as well as pupils. A large kindergarten is connected with the school. The school stands on historic ground; and on one of the hills on which the fortifications were placed which made it necessary for General Howe to remove his army at the evacuation of Boston, The teachers at this school are:

Master, John F. Dwight. *Sub-Master*, John D. Philbrick. *First Assistant*, Margaret J. Stewart. *Assistants*, Jennie F. McKissick, Mary B. Powers, Emma T. Channell, Fannie G. Patten, Anastasia G. Hyde, Bertha Peirce, Florence Harlow, Carrie L. Prescott, Maud C. Tinkham, Mary E. Donnelly. *Special Instructor*, Manual Training, Helen F. Veasey.

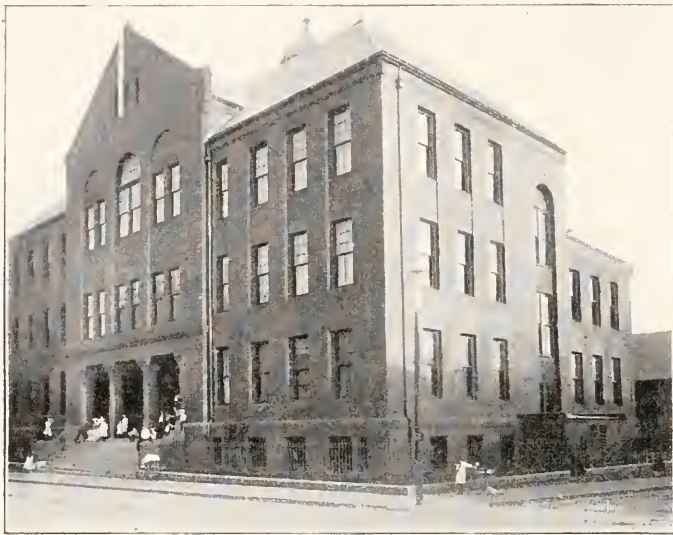
PRIMARY SCHOOLS.

THOMAS N. HART SCHOOL.

Assistants, M. Edna Cherrington, Mary F. Keyes.

CAPEN SCHOOL, CORNER OF 1 AND SIXTH STREETS.

First Assistant, Mary E. Powell. *Assistants*, Laura J. Gerry, Mary E. Perkins, Ella M. Warner, Mary E. Farrell, S.



THOMAS N. HART SCHOOL.

Louella Sweeney. *Janitor*, Artemas D. Bickford.

BENJAMIN DEAN SCHOOL, CORNER OF H. AND SIXTH STREETS.

Assistants, Evelyn M. Condon, Lura M. Power, Anna T. Mahar.

KINDERGARTEN.

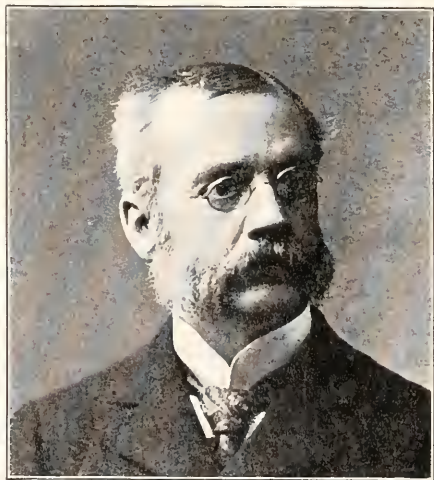
BENJAMIN DEAN SCHOOL, CORNER OF H AND SIXTH STREETS.

Principal, Mary I. Hamilton. *Assistants*, Alice J. Sughrue, M. Isabel Wigley, Gertrude C. L. Vasque.

John Francis Dwight, master of the Thomas N. Hart school, was born in Plymouth, Mass., August 20, 1844. He is a son of Rev. John Dwight, born in Shirley, Mass., January 2, 1810, and Sally Ann (Hastings) Dwight, born in Boston, October 5, 1815. On the maternal side he is descended from Thomas Hastings, who settled in Watertown, in 1634. He is also a descendant of Samuel Hastings, born in Watertown, in

1750, who carried on a store there in 1777, being sent to Philadelphia, with pass from John Hancock to deliver important papers to George Washington during the revolution. He purchased the old Eliot property at the corner of Essex and Washington streets, where stood the "Liberty Tree" destroyed by the British during the siege of Boston. John F. Dwight took his preparatory studies at Phillips Exeter Academy, and after taking the advanced course there, in 1867 entered Harvard College in the sophomore class, being graduated from that college in 1870. He then took a class at the academy, Rah-

way, N. J., where he continued teaching for six years. In 1876 he took the position of principal of the Cummings school at Woburn; and, in November, 1877, be-



JOHN F. DWIGHT, HART SCHOOL.

came sub-master at the Lincoln school in South Boston. After serving twelve years at the Lincoln he was transferred to the Thomas N. Hart school, December, 1889, and upon the death of Alonzo G. Ham was elected master in 1895. Mr. Dwight was for six years a resident of Thomas Park but now lives with his family in Weymouth. He was united in marriage to Miss Nellie L. Woodruf, daughter of John Woodruf of Rahway, N. J., and the union has been blessed with four children; Helen Hastings, Bernard W., Edith Marion and John Francis, Jr., the last two of whom are now living. Mr. Dwight comes of a family much interested in music, John S. Dwight, his ancestor, being the originator of the symphony concerts. Mr. Dwight has always been prominent in musical circles and, during his attendance at Phillips Exeter, became a director of church and academy music. He was gifted with a fine baritone voice and is a lover and good judge of high class music.

JOHN A. ANDREW SCHOOL.

This grammar school at Washington Village is the only mixed grammar school in South Boston, at the present time, and it is one of the most comfortable buildings in Boston. It was in 1878, that the present building was erected and named in honor of John A. Andrew, the famous war governor of Massachusetts. The district was founded in 1862, and the school was held in the Ticknor building located at the corner of Dorchester and Vinton streets. The present site comprises twenty-four thousand feet of land and the building in the accompanying illustration contains fifteen school-rooms and an unusually fine hall, and master's offices. In the basement of this school, in January, 1901, a branch reading room of the South Boston Public Library was established which

will be a great convenience to the people of that vicinity. Mr. Leander Waterman became master of the school July 15, 1873 and served until 1881, when he was succeeded by Joshua M. Dill. The John A. Andrew school contains, in 1901, 789 pupils. The Ticknor primary school and kindergarten at the Methodist chapel school on Vinton street are also within its boundaries. The teachers of the district are as follows:

Master, Joshua M. Dill. *Sub-Master*, Edgar L. Raub. *First Assistant*, Emma M. Cleary. *Assistants*, Mary L. Fitzgerald, Alice T. Cornish, Bertha E. Miller, Olga A. F. Stegelmann, Anna M. Edmonds, Sarah E. Connelly, Alice E. Dacy, Agnes M. Cochran, Annie M. Zbrosky, Mary E. Bernhard, Ellen M. Collins, Ethel A. Borden, Annie L. Clapp. *Special Instructors*, Cookery, Julia T. Crowley. Manual Training, Louise H. Billings. Sewing, Elizabeth S. Kenna.

TICKNOR SCHOOL.

First Assistant, Mary A. Jenkins. *Assistants*, Sarah E. Ferry, Alice P. Howard, Sarah E. Welch, Alice L. Littlefield, Grace E. Holbrook, Annie M. Driscoll, Emily F. Hodsdon, Annie C. O'Reilly, Mary C. Gartland, Charlotte C. Hamblin.

KINDERGARTEN.

Principal, Isabel B. Trainer. *Assistant*, Effie M. Charnock.



JOHN A. ANDREW SCHOOL.

Mr. Joshua M. Dill, the master of the John A. Andrew School, was born on Cape Cod in the town of Wellfleet. After his early education was attained he taught school in his native town. He afterwards attended the state normal school at Bridgewater for two years, graduating in 1870. After teaching at Bridgewater he re-entered normal school and took the advanced course. He then resumed teaching, this time at Natick, shortly after which he was called to the Quincy



JOSHUA M. DILL, JOHN A. ANDREW SCHOOL.

school in Boston. In March, 1874, he was elected sub-master at the John A. Andrew school, and, since December, 1881, he has ably served as its principal. Mr. Dill is a thorough disciplinarian of a kindly but firm disposition, and possesses the store of knowledge acquired only by a hard and willing student. For many years he resided on Mount Vernon street, Dorchester, but recently removed with his family to Newton. He is a past master of Joseph Webb Lodge and a member of De Molay Commandery K. T., and an officer of the grand lodge F. & A. M., also president of the Boston Teachers' Mutual Benefit Association; one of the trustees of the Public School Teachers' Retirement Fund and was, for many years, a director of the Guardian and Homestead Co-operative banks.

CHURCHES.

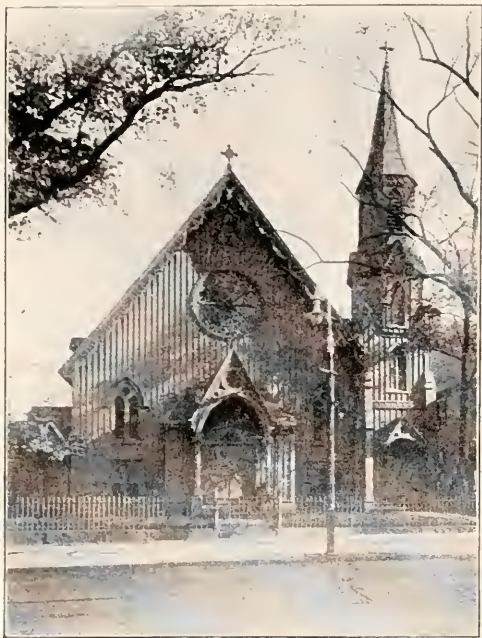
ST. MATTHEW'S CHURCH.

St. Matthews Episcopal church was incorporated June 16, 1816. Previous to this date, the parish was organized, and on March 24, of that same year, a number of persons assembled in the house of Mr. Abraham Gould, and took steps toward holding regular services.

Informal services were held in 1815, but nothing definite was accomplished until Mr. Cotting, a teacher, became interested, and held services in the school on G. street. These services were well attended, and Mr. Cotting continued to officiate until June 21, 1818. In 1817, the first house of worship was erected in South Boston and called St. Matthews Episcopal church. It was located on Broadway near the corner of E street. Bishop Alexander V. Griswold consecrated the building June 24, 1818, and became nominally the first rector. The expense for the erection of the church was largely paid by the members of Trinity, and Christ churches. The rectors of these respective parishes came over at regular intervals, and officiated. The land for the church was bought of Mr. Abraham Gould, and the altar set was the gift of the women of Christ church. The women of Trinity church provided the pulpit, lectern and chancel. Mrs. Elizabeth B. Winthrop was a generous contributor.

Mr. Addison Searle assisted Mr. Cotting, and from July 5, 1817, until March 30, 1819, read the services. R. G. Parker followed until September 19, the same year and then came Mr. Theodore Edsen, Isaac Boyle, and J. H. Price.

Mr. Edsen served as lay reader until March 19, 1824. The first ordained clergyman in charge of the parish was the Rev. J. L. Blake, who began his duties June, 1824. In 1831 the church building was enlarged. When the church was first erected, tombs were built in the cellar, and permission was granted by the board of health to use and occupy them for burial purposes. This was the first burial place in South Boston and was used until the building was sold to



ST. MATTHEW'S CHURCH.

the Free Masons in 1859. The last service was held there Dec. 16, 1860.

The rectors after Dr. Blake have been in the following order:

The Rev. Mark Anthony DeWolfe Howe, D.D., 1832; the Rev. E. M. P. Wells, D.D., 1834; the Rev. H. L. Connolly, 1835; the Rev. Joseph H. Clinch, D.D., 1835; the Rev. Frederick Wilson, M.A., 1860; the Rev. J. I. T. Coolidge, D.D., 1861; the Rev. John Wright, D.D., 1874; the Rev. Albert E. George, M.A., S.T.B., 1888.

The Rev. Frederick Wilson was the rector when the first services were held in the new edifice, on Broadway, near F. street, its present site. This edifice was enlarged during the rectorship of Dr. Coolidge. The Rev. Dr. Wright made ample accommodations for the Sunday-school and other organizations, by placing a large room with additions underneath the church. It was during the rectorship of these two clergymen, that the parish took an interest in missionary work in the locality, and started Grace church in 1872, which it finally transferred

to the city board of missions, and then, at the Point, St. Matthews chapel was begun.

St. Matthews church is now the only independent, self-supporting Episcopal church in this community. Under the rectorship of the Rev. A. E. George, an effort was made by this parish to obtain a rectory. This was accomplished solely through his efforts. In 1895 the present commodious house was purchased by him through a legacy from the estate of Agnes H. Smith, and called "The Phillips Brooks Rectory." Several other large and important movements were inaugurated in the parish, which have resulted in making it the best equipped missionary parish in the diocese. The present rector, Rev. Albert E. George, was born in Boston, and was educated at Trinity school, New York City. He took the degree of B.A. from St. Stephen's College in 1875 and M.A. in 1878. He took the degree of S.T.B. in 1880 from the General Theological Seminary where he was graduated in 1878.

He has served as chaplain of the church home at City Point and the Brit-



REV. A. E. GEORGE.

ish Charitable Society. His first pastorate was at St. George's church, Lee, Mass., where he was stationed from 1878 to 1881. He then took charge of St. James parish, Groveland, Mass., where he remained until 1887, becoming rector of St. Matthews, where he is dearly beloved, in 1888.

THE HAWES CHURCH.

The Hawes Place society originated in the desire of several individuals, most of whom were members of Rev. Mr. Harris's society in Dorchester, to have a nearer place of worship. As early as June, 1807, Mr. John Hawes had given a piece of land to the inhabitants of South Boston, on which a house for public worship was to be erected. In the year 1810, he united with his neighbors in erecting a temporary place of worship, and Mr. Thomas Pierce, of Milton, was the first pastor. He was followed by



REV. JAMES HUXTABLE.

Mr. Zephaniah Wood. In 1818, the Hawes Place Congregational society was incorporated and their place of worship was enlarged, so as to have the dimensions of sixty by twenty feet. It was unpainted and had the appearance of a rope walk, and was quite often so called. After the death of Mr. Wood, which occurred in 1822, Rev. Lemuel Capen succeeded him in 1823, as minister of the society, and was installed in 1827.

Mr. Hawes died in 1829; and by a provision of his will, a part of the income of his estate was to be appropriated and applied forever to the support of public worship in this church in South Boston.

In 1832, by a munificent donation of Mr. Hawes, a new church was built at the junction of what is now Emerson and Fourth streets, and near the site of the old building. In this church the society worshipped until 1886, and under the authority of the Supreme Court of Massachusetts, in 1887, removed to the Broadway church. In 1889 the name of the "Hawes Place Congregational Society" was changed by legislative enactment to the "Hawes Unitarian Congregational church." It is a free church and is chiefly supported by yearly appropriations from the "John Hawes Fund." The pastors who have succeeded those already mentioned are as follows:—
Revs. Charles C. Shackford, George W.



HAWES UNITARIAN CHURCH.

Lippitt, Thomas Dawes, James J. Hewes, Frederick Hinckley, George A. Thayer, Herman Bisbee, John F. Dutton, Charles B. Elder and James Huxtable.

Rev. James Huxtable has presided over the Hawes Unitarian church for eleven years, during which time the parish has made much progress. He was born in Bristol, England, in 1849. His clerical education was obtained in New York, and he was ordained to the ministry in the city of Buffalo. His first charge was in Newburgh, N. Y., where he gave promise of becoming a noted preacher. Before coming to South Boston he was pastor of a church in Hyde Park, Mass., for seven years. He is loved by his parishioners, who include many of the best known of South Boston's older residents. Mr. Huxtable takes a deep interest in the affairs of South Boston, and has been foremost among those endeavoring to preserve its moral tone. He is a member of Rabboni Lodge, F. & A. M., and the Boston Association of Ministers.

SS. PETER AND PAUL CHURCH.

The church of SS. Peter and Paul is the second oldest Roman Catholic church in Boston. In 1818 Bishop Chevrus purchased land here for a cemetery, upon which was erected a small chapel, upon which was erected a small chapel as a mausoleum. The population was gradually growing and it was quite a distance to go to the Cathedral; so a priest was sent over every Sunday to conduct mass. In 1833 the chapel became too small to accommodate the large number of worshippers, and the building had to be enlarged. The small edifice was known as St. Augustine's chapel, and stands to-day in the old St. Augustine's burying ground on Dorchester street. From 1833 to 1836, Rev. Thomas Lynch was pastor; Rev. John Mahoney, 1836 to 1839; Rev. Michael Lynch, 1839, and Rev. Terence Fitzsimmons, 1840 to 1845. When the free bridges from the city were opened, a vast number took up their residence in the lower section. This made it necessary to erect a new edifice which was built on the site of the present church. It was dedicated in 1845 and for the



CHURCH OF SS. PETER AND PAUL.

next twenty years the Catholic people of this district worshipped there. Many also came here from neighboring towns during the early days of this church. On Sept. 7, 1848, the entire church, with the exception of the side walls, was destroyed by fire. This conflagration necessitated a division of the flock. St. Augustine's chapel was re-opened and a hall was secured on Fourth street for the remainder.

In 1853, Father Fitzsimmons was superseded by Rev. P. F. Lyndon and the work of rebuilding was carried on. The new edifice was dedicated November 24, 1853. A parochial school was about that time established under the direction of the

sisters of Notre Dame. Father Lyndon was succeeded by Rev. William A. Blenkinsop, under whose direction the school was enlarged. Father Blenkinsop was a kind, loving, and devoted pastor, and the parish was greatly strengthened by him. He died in 1892, and since that time the affairs of the parish have been in charge of Rt. Rev. Bishop John J. Brady, who



RIGHT REV. BISHOP JOHN J. BRADY.

had, for several years been in charge of the parish at Amesbury. Since coming here he has done effective work and through his efforts the entire debt of the church has been paid. He has also beautified the church property in many particulars. The building has been renovated, the interior painted, and the rectory enlarged. A few years ago this parish lost by the taking of land and property for railway purposes. The parish is still one of the most prosperous in the

state. Associated with Bishop Brady, as curates, are Revs. Denis J. Sullivan, Walter J. Brown and William B. Whalen.

Rt. Rev. John J. Brady, pastor of SS. Peter and Paul church, also Bishop of the diocese of Boston, was born in Ireland, and ordained a priest in December, 1866. Coming to Boston he was assigned with Bishop Fitzpatrick of Boston and sent to Newburyport, where he built a church. He was afterwards assigned to Amesbury. There he continued his successful work as a pastor, built a church, a convent and a school, and on retiring from the parish left all clear of debt. He was consecrated Bishop, August 5, 1891, on the occasion of the feast of Our Lady of the Snow. He came to SS. Peter and Paul church in this district in 1892 to take charge of this old and historic parish. Since taking up his official residence in South Boston, in addition to fulfilling the arduous duties of Bishop, he has managed the affairs of the local parish most successfully. Beside building a costly school building for boys, and the new and stately parochial residence adjoining the church, at a combined cost of not less than one hundred thousand dollars, during the past seven years the entire debt of the church amounting to seventy-thousand dollars, has been obliterated by him, the last payment of which was made in February, 1901. In the near future a marble altar will be placed in the church and the edifice will be consecrated. Bishop Brady is a man of sterling qualities; kind, loving and considerate of his fellow-men, he possesses those attributes which never fail to commend the admiration of every true thinking man. He is much beloved not only in the parish over which he presides, but throughout the entire diocese.

PHILLIPS CHURCH.

Phillips church has the proud distinction of being one of the five oldest congregational churches in Boston. This society was founded in 1823. Harris Hall was the first place of worship of the founders, situated on Fourth street between D and E streets. In a short

time this primitive hall was outgrown, and the congregation began to worship in Union Hall on Fourth street, between B and C streets. With the aid of increased members, a new building was erected at the corner of A street and Broadway. In 1834 the society was incorporated under the title of the Phillips Church Society of Boston. The present edifice was erected in 1879, the steeple being slightly altered in 1900. Several pastors of this society are men of national prominence, including Dr. Alden, secretary of the American board, Dr. Clark, president of the Christian Endeavor Society, Dr. Meredith, pastor of the largest Congregational church in Brooklyn, and Dr. Temple, one of the most eloquent preachers of the Pacific slope. Phillips chapel on Seventh street, erected in 1874, is supported as a branch of Phillips church, the work of which is in charge of the assistant pastor.

Charles Allen Dinsmore, pastor of Phillips church, is a native of New York

City, and was born August 4, 1860. In his youth he attended the common schools and fitted himself for college, receiving his degree from Dartmouth College and Kentucky University. Prior to entering Yale College he spent several years in the south and west. His first charge was the Suburban New Haven



REV. C. A. DINSMORE.



PHILLIPS CHURCH.

church. From there he went to Williamantic, Conn., from whence he was called to his present church. Mr. Dinsmore is a deep thinker, a forcible preacher and greatly esteemed in the community. He is president of the Yale Divinity Alumni and a frequent contributor of scholarly articles to the Atlantic Monthly.

Rev. Percy H. Epler, assistant pastor of Phillips church, was born in Illinois, July 19, 1872. He is the son of Judge Cyrus Epler of the circuit court of that state. He attended a preparatory school and graduated from Illinois College in 1892. He then went to Yale College, where he remained during 1892-93, and graduated from Yale Divinity school in 1890, and the same year became assistant pastor at Phillips church.

ST. JOHN'S M. E. CHURCH.

St. John's Methodist Episcopal church, one of the oldest in South Boston, is the outcome of the work started as far back

as 1810. Through the efforts of Mrs. Robinson, an aged widow, and a devoted Methodist, Thomas C. Pierce of Milton was induced to hold services at her house. This young man, a carpenter by trade, built the first meeting house here.



ST. JOHN'S M. E. CHURCH.

He was succeeded by Rev. Zephaniah Wood. In 1825 a building was erected at the corner of Broadway and C street. This attempt was a failure and the property was sold to the Baptists. In 1834 the church was permanently established, and Rev. Abel Stevens preached the first sermon. In 1840 the society founded a place of worship and held services there for twenty-five years, where the following pastors did service, Rever-

ends J. S. Thomas, J. H. Owen, E. W. Virgin, N. Stutson, William Butler, William McDonald, F. K. Statton, J. C. Smith, Jesse Wagner, N. T. Whitaker, G. L. Collyer and M. E. Wright. During the pastorate of Rev. J. L. Hanaford, land was secured on Broadway upon which the present handsome edifice stands. A new structure was nearly completed when a gale blew down the steeple and demolished the church. Then began the struggle to erect a new building. Through the efforts of Rev. J. H. Twombly, D.D., and Rev. G. A. Crawford, the enormous debt which hung over the church was cancelled. Later the two Methodist churches united, and at the conference Rev. R. L. Greene was appointed pastor. He was followed by Reverends S. L. Baldwin, D.D., L. A. Banks, D.D., W. T. Perrin, R. L. Greene and Fred'k H. Knight, D.D. In 1895 the last dollar of debt was paid, the occasion being observed with general rejoicing and festivities.

Rev. Frederick H. Knight, pastor of St. John's Methodist Episcopal church, is a native of Saco, Me., and was born in 1859. He was educated in public schools and Dartmouth College, being graduated in 1882. He further studied at Boston University Theological school, graduating in 1885. In 1899 he re-



REV. FREDERICK H. KNIGHT, D.D.

ceived the degree of Ph.D. from the School of All Sciences of Boston University. His first pastorate was in Putney, Vt., from which he went to Wollaston, Mass. He next took up his labors at Jamaica Plain, afterwards being appointed pastor of Grace church, Springfield, Mass. On completion of his work there he went abroad and studied one year at Berlin University; and, after returning home, he was assigned to Wesley church, Salem. Upon the completion of his pastorate at Salem, he was transferred, in April, 1900, to preside over St. John's church in this district. He is an able preacher, a deep student of theology, and his coming to his present charge was a source of gratification to his thriving congregation. He is married, has two children, and resides at 779 Broadway, the house formerly occupied by Rev. R. L. Greene, his predecessor at this church.

SOUTH BAPTIST CHURCH.

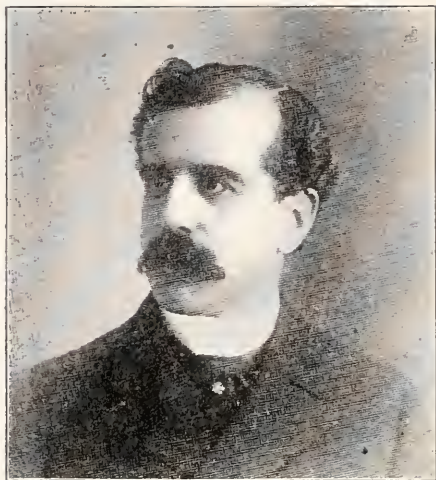
The Baptist church was established here about 1825 by Jacob Flinn, who held prayer meetings at his house. From this a Sabbath school developed, and in 1827, through the efforts of Samuel Hill, a place of worship was secured. The church was organized as a branch of the Federal-street church. The membership grew rapidly, and, in 1829, the frame of the Hanover-street church was set up at the corner of Broadway and C street. The building was dedicated July 22, 1830. The following year the branch formed itself into an independent body, known as the South Baptist church. April, 1829, Rev. Thomas Driver became the pastor and served for one year. He was followed by Rev. Rollin H. Neale and, in May, 1834, by Rev. Timothy R. Cressy. Rev. Thomas Driver was recalled in 1838 and remained five years. A chapel was erected at the corner of L and Fourth streets,

and four years later the Fourth-street Baptist church was formed. Feeling the necessity of a new church, the old one was sold in 1866, and arrangements were made for the purchase of land at the corner of Broadway and F street. The church, after being built, was dedicated in 1868. Rev. G. S. Abbott, then pastor, was succeeded by Reverends J. S. Dickerson, Henry A. Cordo, John H. Barrows, Thomas D. Anderson, D. B. Jutten, A. T. Sowerby and Fred M. Gardner. In 1899 the church property at the corner of F street and Broadway was sold, and the members united with the Fourth-street society, the debts of both churches were paid and continued under the name of the South Baptist Society.

Rev. Frederick M. Gardner, pastor of the South Baptist church, was born in Salem, March 24, 1858. After studying in his native city he entered Colby University, graduating in 1881, being licensed to preach the previous year. He then entered Newton Theological seminary, completing his course in 1884. While yet a student he officiated as pastor of the First church at Winthrop, where he was ordained in May, 1883. His next



SOUTH BAPTIST CHURCH.



REV. FREDERICK M. GARDNER.

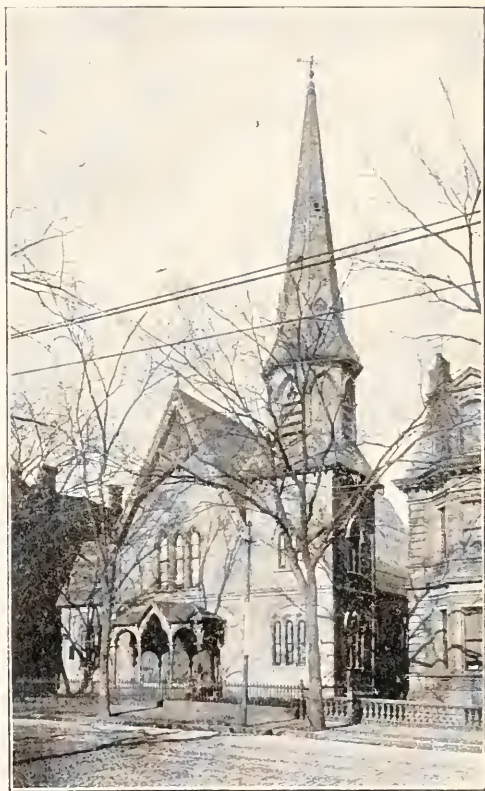
pastorate was at the Second church in Lawrence. After seven years devoted labor there he was called to the Central church in East Boston. For five years he served as spiritual adviser of that church from whence he was called to the South Baptist church, and commenced his duties on its union with the Fourth street church.

BROADWAY UNIVERSALIST.

The parish of the Broadway Universalist church dates from 1830, the church organization from 1835. In its early history it was known as the Fourth Universalist church of Boston. December 25, 1835, the organization of the church took place, in which eminent Universalist divines took part. Drs. Benjamin Whittemore, Sebastian Streeter, Sylvanus Cobb, Thomas F. King and Hosea Ballou. The first meetings of the society were held in Lyceum Hall, then on Broadway, after which it erected a church building on the corner of B street and Broadway. In 1868 the present edifice on Broadway, between G and H streets, was erected. In 1872 the church was reorganized under its present name. The pastors, up to the present incumbent, have been Revs. Benjamin Whittemore, Theodore Cook, Calvin Damon, W. W. Dean, J. S. Cantwell, I. Knowl-

ton, J. J. Lewis and I. P. Quimby. The present officers of the parish organization are: *Moderator*, Mr. Thomas H. Barnes; *Standing Committee*, Mr. Robert B. Henderson, Mr. Samuel A. Wise, Miss Lizzie Fitzgerald, Miss Alice G. Dolbear, Miss Caroline F. Elliot, Mr. Frank W. Reed and Mr. Millard Woodson.

Rev. Alfred J. Cardall, pastor of the Church of our Father, was born in London, England, and came to this country in 1881. After spending several years in the west he decided to enter the clergy, and after attending preparatory school came east to Tufts College, Medford, to pursue his theological studies, and graduated with his degree in 1895. He was then called to his present pastorate. Mr. Cardall is one of the prominent factors and was general secretary of the Young



BROADWAY UNIVERSALIST CHURCH.

People's Church Union. He is also chaplain of St. Paul's Lodge, F. & A. M. and a director in the New England Sabbath Protective League and the Universalist Sunday School Union. In the exercise of his ministerial functions Mr.



REV. ALFRED J. CARDALL.

Cardall has been preëminently successful. He is much beloved by his congregation, who have on several occasions testified their love for him.

GATE OF HEAVEN CHURCH.

From a territorial standpoint the Gate of Heaven church is the largest in this section of the city, and in point of numbers it is second only to St. Augustine's parish. SS. Peter and Paul church at one time being the only parish here; when the population increased it appeared expedient to form a parish at City Point to accommodate those living in that vicinity, so a plain brick building was erected at the corner of Fourth and I streets. This place of worship was dedicated on the nineteenth of March, 1863. This edifice was presided over by Rev. P. F. Lyndon, then rector of the older church. Rev. William A. Blenkinsop also devoted much of his time and attention to the congregation. The church

membership increased rapidly, and in 1865, Rev. James Sullivan was appointed the first resident pastor. He remained here for three years, during which time he built a residence beside the church, improvements upon which were made by many of the succeeding pastors. Father Sullivan was followed by Rev. Emiliano Gherbi, an Italian Franciscan who remained for five years. He was a conscientious pastor and his devotion to Christian duties endeared him in the hearts of his parishioners. Upon his death, the affairs of the parish fell to Rev. Michael F. Higgins, who labored with the people until May 7, 1886, when he answered the call of the Master. It was Father Higgins who built St. Agnes' convent on I street, and introduced the sisters of St. Joseph. The instruction at this school has since remained in their charge; and under their direction this institution has flourished and been a source of great educational benefit to the children of many Catholic parents. Father Higgins was yet in the full vigor of life intellectually and otherwise, when he died; and his death removed an able Christian gentleman, whose incessant labors were crowned with success. Rev. Theodore A. Metcalf assumed charge in 1886, and remained until 1890, when he was obliged to retire owing to ill health. During his four years' pastorate here much good was accomplished and the church prospered. It will be remembered by many that it was Father Metcalf who had a controversy with Mr. Travis of the English high school over the definition of certain matters pertaining to the faith. Rev. Robert J. Johnson the present pastor, succeeded Father Metcalf in 1890. He was not a stranger to the parishioners here as he formerly was a curate at SS. Peter and Paul church, and later pastor at Dedham. Realizing that a new church was needed to better provide for the wants of his parish he set out to build a new edifice.

His persistent and consistent work was ultimately successful, for only a few months ago the new church, on the opposite corner was opened.

It is a handsome structure, a perfect



NEW GATE OF HEAVEN CHURCH

picture of architectural beauty and one of the best in New England. Under Father Johnson's direction a chapel was erected at the corner of Broadway and O streets, which amply accommodates those living in that neighborhood. The many societies, connected with the church have in a large measure contributed towards its support so that this parish is

most prosperous. The curates are Rev. Timothy J. Mahoney, Thomas F. Brannan, John T. O'Brien, with Mathew J. Flaherty of St. John's Seminary occasionally assisting.

ST. AUGUSTINE'S CHURCH.

In point of beauty and design St. Augustine's church is one of the finest as well as one of the most prosperous in the city of Boston. While not an old church, it has a history of which it may justly feel proud. It stands within the shadow of historic Dorchester Heights on Dorchester street. In 1868, through the spiritual guidance of Rev. Denis O'Callaghan, old St. Augustine's chapel was re-opened as a place of worship. In these small quarters the devoted people gathered. It was here the plans were made for the new church, and on September 11, 1870, the corner stone of the present structure was laid. The first mass was said in the basement, July 2, 1871, and on August 30, 1874, the dedication rites were performed by Archbishop Williams. It was a grand



REV. ROBERT J. JOHNSON.



REV. DENIS O'CALLAGHAN, D.D.

occasion in the history of the church, during all this time the pastor had been working assiduously so that the parish was thoroughly united. Through his unceasing labors and the hearty coöperation of the parishioners, the burden of

1875, and since that time it has been identified with many of the movements of the parish.

Before coming to St. Augustine's church Father O'Callaghan was a curate at SS. Peter and Paul church so that he was by no means a stranger to his people.

He now enjoys the distinction of being the oldest pastor in South Boston. He is a public spirited citizen in the broadest sense and has been interested in many matters pertaining to the welfare and advancement of this community. A few years ago



INTERIOR.

debt thus incurred was entirely obliterated, and on August 31, 1884, the exercises of consecration were held. Father O'Callaghan, a man of progressive ideas, in 1892, purchased the large parcel of land on E street formerly selected by him for his church and erected a large and handsome brick structure now used for school purposes. It contains sixteen commodious class rooms, and a spacious hall, seating fourteen hundred people. The school has a large membership and is under the Sisters of Notre Dame.

The many societies connected with the church are always willing to lend a helping hand to Father O'Callaghan in his pastoral field. The St. Augustine's Lyceum for young men was formed in



ST. AUGUSTINE'S CHURCH.



OLD BURYING GROUND.

at a meeting of the Irish delegates in Dublin he made an eloquent address and inspired appeal for unity. On July 4, 1898, he was paid the high compliment of being selected to deliver the Independence Day oration in Faneuil Hall. His address was a masterpiece of rhetoric, full of patriotism, and listened to with intense interest by a large and enthusiastic audience. He received the degree of DD., from Baltimore seminary. Few pastors in the

city are in closer touch with their parishioners than he. A short time ago he purchased Unity church at Washington Village, and had the property completely remodelled, enlarged and converted into St. Monica's chapel. Associ-

Within two years a committee was appointed to build a chapel, which was erected through generous contributions from R. H. Barham and others. At this time Rev. George P. Wilson was pastor. Eleven years ago the site upon which the church now stands was secured and the present place of worship erected. Rev. James Yeames was then made



INTERIOR SCHOOL.
CONVENT.

ST. AUGUSTINE'S SCHOOL.
ST. MONICA'S CHAPEL.

INTERIOR HALL.
PAROCHIAL RESIDENCE.

ated with the pastor as curates are Revs. John J. Harkins, Francis G. Russell, Michael C. Gilbride and Francis Maly.

DORCHESTER STREET METHODIST EPISCOPAL CHURCH.

The Dorchester-street Methodist Episcopal church at Washington Village, was started in 1870 by a small number of Methodists who formed a Sunday-school class and first held meetings in a small tin shop at 560 Dorchester street. James Morse was chosen superintendent of the school, which grew rapidly. Washington Hall was secured later to better accommodate the members. A church organization was formed in 1872, and the first pastor was Rev. J. A. Ames.

pastor and remained five years. During his service the membership was greatly increased. Rev. A. H. Nazarian was next made pastor and during his pastorate the church debt of two thousand dollars was cancelled. He remained five years and was followed by Rev. William Full. The present pastor is Rev. A. R. Nichols. The trustees are James Morse, E. D. Trefry, Daniel Allen, O. E. Barber, Edward Amery, G. I. Crook, H. Lutton, W. I. Roberts and E. O. Jago.

The pastor of the Dorchester-street Methodist Episcopal church is a native of Massachusetts, and was born in



DORCHESTER-STREET M. E. CHURCH.

Sturbridge. After attending the local schools, he prepared for college at Wesleyan Academy. He was graduated at Amherst College. Mr. Nichols did not at once enter the ministry, but taught school for several years in Leicester, Worcester and Springfield. On account



REV. A. R. NICHOLS.

of ill health he went west, and shortly after joined the St. Louis conference, where he remained eight years. Since he has been a member of the New England conference his charges have been Florence, Greenfield, Athol, Hudson, Park Avenue, Somerville, Sturbridge, Warren, Monson and South Boston.

ST. VINCENT DE PAUL'S CHURCH.

The origin of St. Vincent De Paul's church is full of interest to the old residents of Fort Hill. When the old Purchase street Unitarian Society disbanded, through the efforts of Andrew Carney and Bishop Fitzpatrick their building



REV. GEORGE J. PATTERSON.

was refitted for Catholic worship. A parish was then formed and their spiritual wants administered to by Revs. Michael Moran, John McShane and E. J. Sheridan, as successive pastors. About 1866 many took up their residence in South Boston, and attended SS. Peter and Paul church. The material of the church on Pearl street was transplanted and remoulded into the shape of the present edifice on E street. It was here that Father Mathew, over fifty years ago, took the pledge to many people. Rev. Michael Lane was assigned the arduous duty of organizing the new parish. After its completion the church was dedicated July 19, 1874. After a most successful

pastorate of four years, Father Lane passed away, and the work was then taken up by Rev. William J. Corcoran. He remained in charge eighteen years,

connected with the church. Father Patterson is a strong believer in temperance, and his work in this direction has attracted widespread attention. Associated with this church as curates are Revs. Farrah A. Brogan and John H. Lyons.

FOURTH PRESBYTERIAN CHURCH.

This church society met for the first time in a small hall on Broadway near D street. Later they moved to Wait's Hall where the church was organized, December 30, 1870, with a membership of twenty-nine. In 1874, land was purchased and a chapel erected on Fourth street, between G and H streets. Here they remained for eleven years. The congregation grew rapidly, and in 1885 the present site was purchased from the Methodists. This society has always done its share of Christian work and has had eight

pastors; Rev. Charles Naismith of Scotland, 1870 to 1871 was succeeded by Rev. A. H. Angier. The first pastor in the new church was Rev. William M. Baker, 1874 to 1876. He was followed by Rev. William H. Sybrant, from 1879 to 1882; Rev. Andrew Burrows, 1884 to 1890; Rev. Frank H. Hinman, 1891 to 1894; After his lamented death Rev. M. S. Hartwell came, and in 1896, Rev. Charles J. Cameron, M.A. accepted the charge. He was recently called to the presidency of the Presbyterian Ministerial Association and to the moderatorship of the Boston Presbytery.

GRACE CHURCH.

The first services of the Grace church parish were held in Washington Hall, Andrew square in 1879, by Rev. Mr. Kelly of St. Stephen's church. He remained



CHURCH OF ST. VINCENT DE PAUL.

but died in 1897. The present pastor, Rev. George J. Patterson, is a Fort Hill boy and a graduate of the old Boylston school. He prepared for the priesthood at Boston College, St. Charles Seminary, and St. Mary's Seminary, was ordained in 1876 and attached to St. Patrick's church in Roxbury. In July, 1888, he took charge of the parish of Abington, now two parishes, where he remained until assigned to his present charge. Although he has been here but a few years, he has made many noticeable improvements, including the renovation of the parish house and re-painting and otherwise beautifying the interior of the church. This parish has a membership of over five thousand, while over one thousand children attend the Sunday school. There are several societies con-

here but a short time, and the work was taken up by his successor, Rev. Mr. Kidder, at present pastor of St. Andrew's church, Boston. The building was erected in 1875, money being given by William Appleton. Some of those who have ministered in the church are, Rev. Alexander Mackay Smith, rector of St. John's church, Washington; Rev. George Buck,

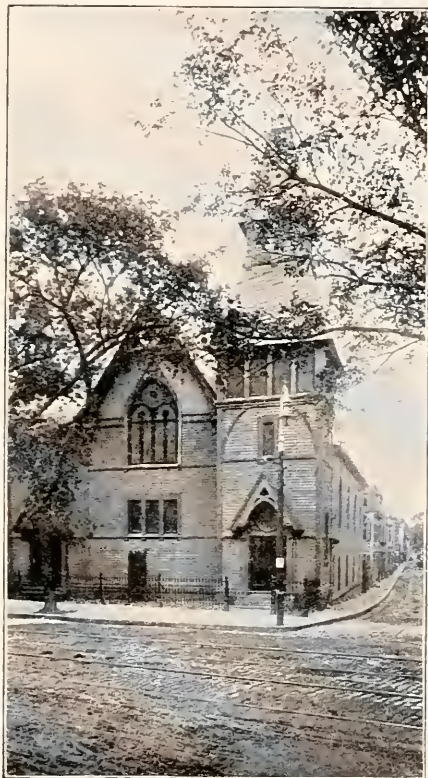


GRACE EPISCOPAL CHURCH.

His six years in the ministry have been spent in Auburn R. I.; Arlington, Mass. and South Boston. Since he has been rector of this church he has endeared himself to the people and taken an active interest in all matters of local consequence.



REV. W. S. W. RAYMOND.



FOURTH PRESBYTERIAN CHURCH.

of Derby, Connecticut; Rev. E. M. Pad-dock, of Allegheny, Pa.; and Rev. J. G. Robinson, now of Dover, New Hampshire. Rev. W. S. W. Raymond, rector of Grace church is a native of New Brunswick, in his early youth he attended the neighboring schools. He entered the University of New Brunswick in 1886 and after graduating spent five years in public school work. He then entered the Episcopal Theological school in Cambridge and graduated in 1894.



E. J. POWERS,

HON. J. B. MARTIN,

DAVID L. WHITE,

SECRETARY. PRESIDENT CITIZENS' ASSOCIATION IN 1900. TREASURER.

SOUTH BOSTON CITIZENS' ASSOCIATION.

This organization, comprising the leading business and professional men of Boston, residing in this district, has been a potent factor in the development and general welfare of South Boston. It was November, 23, 1880, that a number of residents met at the studio of Walter Smith, at City Point, to discuss the advisability of forming an association or club to further the interests of the locality in which they resided. At this meeting resolutions were drawn up, and signed by eighteen of those present, to form an improvement association. At the next meeting, held November 29, the same year, by vote of those attending, the organization was named the City Point Improvement Association. The first officers were as follows Frank J. Baxter, president; Henry A. Snow, vice-president; William Morris, secretary; C. O. Crane, treasurer; G. H. Innes, J. T. Tancred, A. F. Lauten, executive committee. The association held meetings first, every month at City Point; but January 9, 1893 the first meeting was held in the association's present headquarters in Gray's Hall; and in February of the same year the name was changed to that of the South Boston Citizens' Association. Its membership at that time was but eighty-nine. The treasurer's report then showed that the total amount received was \$193, and that the expenditures of the association were but \$116. From that time until the present day the organization has steadily grown in membership and influence, and become a powerful organization, easily holding its own with similiar boards, and, in the scope of its operations, exceeding the achievements of kindred societies. No matter affecting the general welfare of the community, excepting questions of politics, religion and liquor license, comes up in the district but is thoroughly discussed and regulated by the association. In matters where the welfare of the district is concerned the association is ever on the alert. Some of the many improvements that stand as monuments

to the vigilance of its members may be mentioned as follows: The extension of L street to the city proper, the lengthening of Atlantic avenue to South Boston; the elevation of Dover street above the tracks of the old Colony railroad; the building of the magnificent new South Boston high school, on Thomas Park; the building of Marine Park at City Point; the abolishing of the grade crossings at Dorchester avenue; and the removal of the House of Correction and Boston Lunatic Hospital. During its prosperous and creditable existence the association has had seven presidents. The first president was Francis J. Baxter who served in 1880-1881. His successor was F. C. Hersey who served in 1882: he was followed by Honorable Charles J. Noyes, who presided over the organization in 1883. Vincent LaForme, the next president, now deceased, was honored with six years' service: A. F. Lauten served during the years 1890-1891; then came Robert Means, who occupied the chair until 1894. Honorable John B. Martin then became president and served until 1900, now succeeded by John H. Means. The first secretary was William Morris, who continued in office until 1887. He was succeeded by James McIntyre, who served one year, and was succeeded by James L. Ford who was elected in 1889. The present secretary, Edward J. Powers, was chosen in 1890, and has continued in office until the present time. The first treasurer, Charles O. Crane, held the office for two years, and in 1882 was succeeded by David L. White, who has ever since been regularly re-elected. The officers of the association have comprised many able men, all of whom have served the association and the district without compensation. The association has not only been fortunate in its presidents and other officers, but in its roll of membership. The association now numbers 325, and its meetings are held on the third Thursday in each month, when a sumptuous repast is served to those present after the transaction of the regular work coming before the association has been taken up. Much interest is manifested on the part of the members at each meeting,

and warm but friendly debates on questions of public moment are always in order.

Hon. John B. Martin, who retired January 18, 1901, after six years as presiding officer of the Citizens' Association, was born and has always lived in South Boston. His inclinations prompted him to enter public life early in manhood.

As South Boston comprised but one ward (12) when he made his debut in politics, it became his privilege to become closely acquainted with all the leading men of this district. This ac-

the common council. It was in 1875 that he served in the legislature, refusing the honor of a unanimous renomination the following year. He was chosen and served as senator of this district in 1878 and 1880. His career as a public man was a noted one; and he has been recognized as a leader at both the city hall and state house. Always active on the floor, a forceful and eloquent speaker, and a legislator of marked power and ability, his services have been duly appreciated and recorded in history.

His ability as a presiding officer and



GRAY'S HALL, HOME OF SOUTH BOSTON CITIZENS' ASSOCIATION.

quaintance, in later years, became widely extended until it may safely be asserted that now no South Boston man is more widely known among leading men of the state than he. He attended the primary and Lawrence grammar schools and after an attendance at private school, entered mercantile life. He commenced as boy at the business establishment of which he has for several years been proprietor. He is engaged in business at 59 Broad Street, Boston, and is a manufacturer, prosperous wholesale dealer and large exporter of extracts, colorings and medicinal preparations. He became a member of the Democratic ward and city committee in 1870, serving as secretary in 1870-71-72. In 1872-73-74 he represented old Ward 7, now Ward 13, in

popularity made him the happy choice of the Citizens' Association as its president in 1894. During his service as president he has been a strong and successful advocate of the many public improvements with which South Boston has been and will be favored: notably the establishment and building of the new and costly South Boston high school; removal of the House of Correction from South Boston to Deer Island; completion of the Strandway; building of the proposed Cove Street bridge, and various other projects brought about through his influence and that of the association over which he presided. Two years before he retired as president of the association, he was shown the esteem in which he was held by being tendered a banquet and

presented with a loving cup by the members of this influential organization.

Mr. Martin is a member of City Point Lodge, Knights of Honor; Mosquito Fleet Yacht Club; Charitable Irish Society and Clover Club. Since its formation he has been president of the South Boston Building Association and is a member and was, for two years, president, of the Lawrence School Association. Mr. Martin is married and has four children, three boys and one girl, and resides on E. Fourth street, City Point.

Edward J. Powers, secretary of the association was born in Boston in 1860. The year following his birth his parents removed to South Boston and he has resided here ever since. He was educated in the Lawrence and Bigelow grammar schools. He learned the trade of a printer and since 1884 has been engaged in the printing business at the corner of Cornhill and Washington street for himself, during which time he has met with continuous and deserved success. He became secretary of the South Boston Citizens' Association in 1884 and has held that office to the present time, being re-elected annually. He served in the common council from Ward 14 in 1886, 1887 and 1888 and is one of the best-known men and progressive citizens of the district. He is a member of the Mosquito Fleet Yacht Club, has for five years been commodore of the Columbia Yacht Club; is a member of the Royal Arcanum; Knights of Columbus, and of the City Point Catholic Association. He also served in the state militia as a member of Company K, Ninth Regiment, M. V. M., in 1883 and 1884. Mr. Powers is an invaluable officer of the Citizens' Association, as he not only dispatches the clerical duties of the office with efficiency, but is thoroughly posted on matters relating to the district and the organization.

David L. White, for many years treasurer of the association, was born in South Boston in April, 1852. His father was David White a well-known carpenter and builder. He was educated in the Mather, Hawes and Bigelow schools, graduating

from the latter in 1867. He entered business life with James Gaudin, a local provision dealer. Later he was employed by Isaiah Josselyn. Mr. White afterwards purchased his employer's interest and for some time conducted the business. From 1876 to 1881 he worked in a leading market at City Point. He entered the postoffice department in 1881. After two years' service in the central office he was transferred to South Boston, where he remained five years. He then returned to the main office serving as a special carrier for registered letters. For ten years he delivered the mail in the crowded Court street district and is now performing the same duties on Devonshire and State streets. Mr. White is prominent in many organizations and has been connected with the Citizens' Association since its organization. He is a secretary of Bethesda Lodge; past chief patriarch of Mount Washington Encampment, and a member of Bernice Rebecca Lodge; chairman board of trustees of Mount Washington Encampment, I. O. O. F.; past grand of Bethesda Lodge; grand conductor of Grand Lodge in 1899; president, Boston Letter Carriers' Association; past president, Boston Letter Carriers' Mutual Aid Association, and vice-president, Federal Coöperative Bank. He was a member of the old Pulaski Guards, Company E. and did guard duty during the Boston fire in 1872. He is married, lives at 765 Fourth street and has one daughter, one married son and one son unmarried.

The present members of the association are as follows:

Austin Arey, A. J. Adams, C. H. Adams, John J. Ahearn, J. E. Baker, T. F. Bell, Dr. E. S. Boland, Thomas H. Barnes, Henry J. Bowen, J. Payson Bradley, Col. John G. Barrett, S. W. Babcock, Joseph W. Bateman, W. G. Bail, John H. Barry, E. W. Blanchard, J. D. Batchelder, M. F. Brennan, H. E. Belmont, T. A. Bresnahan, Joseph Bird, Daniel Buckley, Dennis F. Brennan, Ernest C. Brown, Mills D. Barber, Edward P. Barry, William Bowman, Louis W. Brett, William E. Brace, Hon. P. A. Collins, J. C. Coughlin, Charles O. Crane, William Cains, C. H. Carr, Joseph W. Collins, Thomas Connors, Robert Caruthers, J. H. Corney, P. B. Corbett, John Connor, Edmund Coffee, A. F.

Clark, C. James Connolly, M. P. Carroll, Hon. J. A. Collins, Dennis M. Cronin, Philip A. Carroll, Isaac C. Charles, Edward S. Coleman, Charles H. Carew, Rev. A. J. Cardall, George A. Call, John Casey, John P. Carroll, M. J. Cronin, Barnard Capen, J. F. Cashin, G. J. Carroll, John P. Dickey, George F. Dow, F. A. T. Dalrymple, Joseph Davis, Dr. William H. Devine, E. L. Davis, Charles A. Dailey, Otis R. Downes, Walter G. Drew, C. J. Desmond, C. M. Dolbeare, D. J. Driscoll, J. J. Dorgan, R. J. Daley, W. T. Eaton, William J. Emerson, E. R. Emery, W. E. Elliot,

Hibbard, John Hogan, William Hunt, W. B. Haford, George Heaton, H. T. Hutchings, Frank T. Horgan, T. R. Hughes, D. W. Hickey, Thomas H. Howard, H. N. Hatch, Sidney Holmes, Herman Hornmel, William P. Hickey, Edward L. Hopkins, Charles S. Judkins, Bernard Jenney, Benjamin James, Jr., Samuel W. Johnson, T. A. Jackson, Rev. R. J. Johnson, Francis James, W. T. Keen, Timothy J. Kenny, Samuel Kelley, Patrick Kelly, D. J. Kinnaly, Jacob Knecht, Coleman Kelley, George M. Krey, William Kelley, William F. Kells, William M. Kelley, Robert



A GROUP OF SOUTH BOSTON RESIDENCES.

HON. J. D. FALLON.

HON. J. B. MARTIN.

MRS. O. D. DANA.

A. M. STETSON.

James Ellis, H. E. Estey, Rev. Percy H. Epler, Frederic L. Felton, Hon. Joseph D. Fallon, Thomas W. Flood, W. H. Falvey, E. R. Flint, Isaac S. Fish, P. W. Ford, Dr. William M. Flynn, Frank R. Fitzgerald, William J. Feeley, John F. Furlong, Fred S. Gore, J. W. Glynn, E. B. Gifford, Rev. Albert E. George, Dr. William J. Gallivan, Capt. Elijah H. Goodwin, A. J. Giberson, J. H. Greenan, J. J. Green, Martin T. Glynn, R. F. Gerald, H. O. Goodwin, James Gallagher, William Glynn, Charles A. Gardiner, C. F. Gammond, F. C. Hersey, Clarence Hallett, William J. Higgins, John Haggerty, Frank J. Hannon, Edward L. Hopkins, Frank Hall, Eugene Hodsdon, Albert C. Haley, Thomas E. Hill, Franklin Hawes, Paul

Kershaw, James W. Loughlin, George F. Lawley, John F. Lappen, Fred P. LaForme, Col. Lawrence J. Logan, James Lewis, John W. Lavery, E. A. Lawley, George Lawley, Daniel Lewis, Harrison H. Lincoln, M. J. Lynch, N. H. Laughton, Lewis W. Leary, Henry J. McKee, Thomas McCammon, Hon. William S. McNary, John B. McNutt, Raphael McCormick, Robert M. McLeish, Alfred F. McDonald, A. E. McKinnon, W. J. McDermott, Carl C. F. McCormack, Louis McCarthy, Thomas F. McDonough, John A. McKean, James P. McShane, J. T. McLaughlin, Richard McKeon, Henry J. McKee, Major George F. H. Murray, John H. Means, Dr. A. F. Means, M. J. Mullin, John C. Merry, Stephen M. Marshall, John

Monks, William L. Miller, J. H. Miley, W. S. Milligan, M. J. Moloney, J. H. Means, Jr., John C. Murphy, M. J. Mahoney, William H. Mooney, John M. Moriarty, William H. Murphy, Rev. T. J. Mahoney, H. G. Merrill, R. F. Means, Hon. John B. Martin, Charles B. Moore, John P. Morgan, James P. Manning, J. Carlton Nichols, William W. Nichols, John S. Norton, Hon. H. F. Naphen, John Ness, C. W. Nodwell, Joseph J. Norton, Benjamin W. O'Neil, P. F. O'Brien, Rev. Denis O'Callaghan, P. J. O'Brien, S. J. Olpin, Jeremiah O'Brien, Adam Ott, Dennis O'Reilly, Charles C. Parker, Frank E. Park, Hubert Pope, Edward J. Powers, J. P. Power, Milton C. Paige, Dr. W. S. Provan, Charles S. Pierce, Galen Poole, Peter J. Porter, George E. Proctor, Thomas F. Phillips, James E. Pray, John D. Philbrick, George Proctor, James F. Price, D. S. Quirk, P. F. Quinn, Thomas F. Reddy, Edward T. Roach, N. Rich, Arthur Raynor, James A. Roberts, F. N. Reed, John W. Reardon, Daniel Rull, John Reilly, Edward C. Reddington, Otis Rumery, Charles G. Richmond, J. J. Regan, Isaac Somes, John M. Shea, William P. Scott, E. H. Savery, Edwin R. Spinney, William Stephens, John A. Stetson, Alfred Smart, W. S. Sampson, Rev. A. B. Shields, Dr. T. R. D. Stewart, Henry J. D. Small, Henry C. Shannon, James B. Sutliff, John M. Sullivan, James Stewart, Daniel G. Slatery, F. H. Sweetland, C. L. Salmon, P. J. Smith, M. J. Sullivan, Howard G. Salisbury, P. F. Shevlin, Henry S. Treadwell, William Tyner, J. F. Tighe, Frank J. Tuttle, J. C. Tibbetts, Thomas Tobin, John J. Toomey, Walter A. Turner, Dr. Edward A. Tracey, Antoine Vincent, A. E. Whitmore, David L. White, Timothy Wheeler, Amos T. White, W. F. Watson, William H. Wall, Joseph J. Wall, Samuel H. Wise, John P. Wise, James H. White, Richard D. Whitney, Arthur H. Wilson, Francis White, Albert M. Williams, Edward J. Wheeler, James H. Waugh, Thomas Welch, Mark W. Wood, James F. Walsh, William L. White, Edwin G. Walker, Charles A. Wieners.

HON. HENRY F. NAPHEN.

Hon. Henry F. Naphen, son of John and Jane (Henry) Naphen, is the one South Boston citizen foremost in the public eye to-day. He was born in Ireland, August 14, 1852, and came, an infant with his parents, to Lowell. He was educated at the public school and took a course at Harvard as resident bachelor. He studied law at the Harvard and Boston University law schools, and was admitted to the Suffolk bar in No-

vember, 1879, after a further course of study in the office of Burbank & Lund in Boston.

He married Margaret A. Drummey, daughter of Patrick Drummey, and by the union are three brilliant girls. Mr. Naphen was elected a member of the school committee of the City of Boston in 1882, for the term of three years. In 1885 and 1886, he represented the Fifth Suffolk District, South Boston, in the senate. In 1885, on account of his election to the senate, he declined to be a candidate for a second term in the school committee. His career in the senate was marked by new and much needed legislation, of which he was the originator, and for which he well deserved the public praise given his efforts. In 1898 Mr. Naphen was elected to Congress from the Tenth District and was triumphantly re-elected in 1900 by a majority of over eight thousand.

Mr. Naphen's entrance into the national House of Representatives was characterized by eternal vigilance for the wants of his constituents and at the same time he displayed a tactful and comprehensive point of view in national and international matters. He relentlessly opposed the so-called expansion policy of the government and spoke to the House of Representatives on the Porto Rican question, the trusts, the Philippine question, the improvement of Boston harbor, and the question as to whether or no the Constitution followed the flag. Mr. Naphen's speeches on these subjects were prepared with great care and proved to be scholarly, thought-compelling, and worthy to adorn the Congressional Record. Mr. Naphen, also, introduced what was known as the celebrated Bryan-Naphen-Jenkins amendment to the Constitution, which aimed to prohibit trusts.

Perhaps the most enduring monument of Mr. Naphen's career was his successful fight for the Cove street bridge, popularly called the Naphen bridge. Against the combined forces of railroad corporations and other great influences, Mr. Naphen was successful in getting the War Department to reverse its de-



HON. HENRY F. NAPHEF.

cision made against the bridge, and allow its construction.

In the management of his party he has served on the Democratic state committee as a member-at-large and on the Democratic city committee. He is a member of the B. A. A.; Press Club; University Club, and a non-resident member of the old Dorchester Club, and of the Democratic Club of New York. He is a member and a trustee of the Boston Lodge of Elks, was formerly vice-president of the Orpheus Musical Society; is a member of the City Point Catholic Association; the Charitable Irish Society; Catholic Union, and United Order of Workmen; a director of St. Elizabeth's Hospital; vice-president of the Working Boys' Home, and a member of the Catholic Order of Foresters and Knights of St. Rose. His election as the next

mayor of Boston is urged and predicted by a large number of the prominent Democrats of the city.

HON. W. S. McNARY.

Hon. William Sarsfield McNary was born in North Abington, Mass., March 29, 1863. He attended the public schools of his native place until twelve years of age, and then removed to South Boston, where he has since resided. By profession he is a journalist. He is a graduate of the Lawrence grammar school and the English high school, class of '80. In the latter year he became a reporter on the "Commercial Bulletin," and subsequently became its managing editor but resigned to study law. He has always, since boyhood, been actively engaged in politics. In the Cleveland campaign of 1884 he went on the stump for the Democratic state committee at the age of twenty-

one, and he is now a campaign orator of national reputation. In 1886 he was elected to the common council, from Ward 15 and was re-elected the following year. Probably no younger member ever served in that body. He has served as an efficient member of the Democratic ward committee ever since he became a voter. In 1889 and 1890 he was elected a representative to the legislature from his ward, and was the recognized Democratic leader there. Here he always proved a ready and effective debater, and made his mark, especially as a member of the railroad committee.

In 1891 he was a leader in the senate, and was chairman of the committees on cities and taxation, and the special committees on commissions and the re-districting of the congressional districts. He was the youngest man ever appointed

to this office up to that time. In 1893 Mayor Matthews appointed him a member of the Board of Water Commissioners, and he proved a valuable member of that body until he resigned in 1894, when he received the Democratic nomination for Congress in the tenth district. In 1896 he was re-nominated unanimously, but again the party was

chosen again to represent Ward 15 in the House of Representatives and again proved his wonderful ability as a leader in notable legislation. In benevolent, social, and fraternal organizations Mr. McNary has always been prominent. To his efforts much of the great success of the promotion of the Knights of Columbus has been due. He is a member of

all the leading social organizations in the peninsular district and is also a member of the Boston Press Club, the Young Men's Catholic Association of Boston College and other prominent bodies of the kind.

He is married and has one child. His home, which is one of the most comfortable in South Boston, is at 155 K street, corner of Seventh street.

THOMAS A. MULLEN.

One of the most promising of South Boston's young professional men is Thomas A. Mullen, former secretary to Mayor Josiah Quincy, and now practicing law. Born in South Boston, June 10, 1862, he is of Irish descent, his father, Edward Mullen having lived in South Boston for the past sixty years. Young Mullen was educated in the Lawrence grammar school and graduated from the Boston Latin school in 1880 a



HON. W. S. MCNARY.

disunited and a Republican won. In 1899 and 1900 he was chosen secretary of the Democratic state committee, and he proved himself one of the greatest organizers the party ever had in this state by his work of re-organization. In 1901 he was honored with a unanimous election as chairman of the Democratic state committee, and he is now serving with honor to himself and his district in that distinguished office.

In 1900 and 1901 Mr. McNary was

Franklin medal scholar. He then took the academic course at Harvard College, graduating, in 1884, with the highest honors in classics. In 1885 he became a teacher in the Boston Latin school, where he served faithfully from 1885 to 1893. He enjoys the distinction of having been the youngest teacher engaged in this school since its foundation in 1635. But the life of a teacher was too slow and confining for him; and having a fondness for the law he entered

the Harvard law school, finishing the three years' course in two years, and graduating in 1895. In 1896 he was appointed secretary to Mayor Josiah Quincy. During his term as secretary, he displayed rare ability in the conduct of the mayor's office and on several occasions represented Mayor Quincy by proxy. He possesses an unusually well developed

of his subject and constant attendance to business. He is an able pleader and is particularly strong before juries. He has handled many important cases with the ease of lawyers who have spent many years at the business. He is a familiar figure in the courts. Mr. Mullen is a member of the Massachusetts Catholic Order of Foresters, Knights of Columbus, Royal Arcanum, and was first president of the Harvard Catholic Club and the Lawrence School Alumni Association. He is a powerful speaker and his services are in demand in all parts of Massachusetts for his lecture on Europe and on Constitutional and Political History. He was married November 25, 1891, to Mary Louise, daughter of William Quigley. Two bright children, Edward Francis, born November 1, 4, 1892, and John Henry Newman, born November 16, 1896, bless their union. Mr. Mullen, since leaving South Boston, has made his residence in the Aberdeen district, Boston, where he has a beautiful home. He is a familiar figure in the distinguished social circles of Boston and vicinity.



THOMAS A. MULLEN.

intellect and is a fluent speaker. Indeed since the death of Bishop Phillips Brooks he has earned the name of being the most rapid speaker in Boston. In 1898 he became assistant city solicitor of the City of Boston, a position in which he displayed marked ability as a counsellor. January 1, 1900, he commenced active practice for himself and from the start his success was assured. Mr. Mullen has built up a large practice through his energy, vigor, thorough knowledge

HON. JAMES A. GALLIVAN.

James Ambrose Gallivan was born in South Boston, where he still resides, October 22, 1866, the son of James S. and Mary (Flynn) Gallivan. He graduated from the Lawrence grammar school in 1879, and from the Boston Latin school, in 1884, receiving the Franklin medal for excellence in scholarship. He entered Harvard College in the fall of 1884 and graduated, with the degree of A.B. in 1888. In the same class were five other South Boston boys, viz: William J. Gallivan, his brother, William A. Leahy, William P. Henderson, Francis

B. Dana and John D. Barry. For a short time after leaving college, he was chief clerk in the Boston city architect's office, but for the past ten years he has been actively engaged in newspaper work and prominently identified with local politics. In 1895 and 1896 he represented Ward 13 in the lower branch of the Massachusetts legislature, and in 1897 and 1898 he repre-

pen with which he had affixed his signature to the act establishing the monument. The Massachusetts' State Sanatorium at Rutland, which is the first institution of the kind in this country to be established under state auspices for the care of consumptives, stands as a monument to the legislative career of Mr. Gallivan, he having conceived the idea of such an

institution and secured the passage of a bill by the legislature in 1895. Its career has been remarkable and its success unqualified. Mr. Gallivan was elected a member of the board of street commissioners of the city of Boston at the municipal election in December last year for a term of three years. Politically, he is a Democrat. He was married in 1898 to Louise A. Burke, who was also born in South Boston, and has since resided at 93 West Broadway.



HON. JAMES A. GALLIVAN.

sented South Boston in the state senate. During his legislative career, he was prominently identified with many measures which tended to promote the welfare of this district. He was the father of the Cove street bridge, having succeeded in getting the original bill passed, against great opposition, in the senate of 1897. He it was who secured the passage of the bill for the erection of the grand monument on Dorchester Heights, and the late Governor Wolcott presented him with the

HON. JAMES B. CLANCY.

One of the bright young men of South Boston is Hon. James B. Clancy who represents his district in the Senate of 1901. He was born in what is known as the historic South Cove section of Boston, thirty-two years ago. He received his education in the public schools, graduating from the Quincy school. At the age of fourteen he learned the

vocation of a telegraph operator, in which business he has continued ever since, becoming, during his long experience, one of the most skilful manipulators of the key in Boston. For some fourteen years he has been connected with the Postal Telegraph and Cable Company. When the Boston Chamber of Commerce building was erected and opened he was made manager of that branch of the Postal company's service, and has given his employers good service in handling the



HON. JAMES B. CLANCY.

voluminous amount of telegraphic matter sent out from that important business centre. He has been a resident of South Boston for fourteen years. For some years he has been a prominent figure in local politics, being a Democrat. In 1897 he was elected to the legislature from Ward 13 and served on the important committee on insurance. He was returned in 1898 and served on the committee on street railways, one of the best committees of the legislature. In October, 1900, he was nominated for the dignified office of state senator, after a five nights' convention, when 181 ballots were taken, the largest number taken for an office in Massachusetts. At the subsequent election he received a flattering vote. Mr. Clancy has been a member of the Ward 13 Democratic committee for eight years and in 1900 represented the Sixth Suffolk district on the Massachu-

setts state central committee. He is a young man who is personally liked. He has never taken an active interest in social and fraternal life, and outside of being a member of the Twenty-Five Associates of this district is connected with no other bodies.

HON. JOHN E. BALDWIN.

One of the youngest men that has ever represented South Boston in the Massachusetts senate is Hon. John E. Baldwin. During his political life he has always been held in the highest esteem and his rapid rise to the dignity of an honorable senator is due to his honesty and perseverance. He was born in South Boston, in 1869, and in due time attended the Bigelow grammar school. From there he went to the English high school and acquired the education which has stood in for him in later years.

After leaving school he entered the employ of F. E. Atteaux & Co., as a clerk. Here it was that his ability and honesty were his mainstay. He gradually worked himself from the humble position of clerk to the responsible position of confidential clerk, clothed with manifold responsibilities. In 1894, Mr. Baldwin made his debut in politics, and was selected by the voters of Ward 14 to represent them in the common council. His work in the lower branch of the city council won for him three terms in that body, a record seldom made in these later days of ward politics. In 1897 and 1898 he was sent by Ward 14 to the lower branch of the legislature, and during the two terms he represented his people faithfully. In 1899 and 1900 he filled the dignified office of state senator, and in that body of prominent men from all over the state, he upheld the dignity

of the Sixth Suffolk district by his polished manner and amiable disposition. In his seven years as a representative from Ward 14, he gained the honor and respect of all citizens who admired manliness, truthfulness and honesty in politics. During his legislative career he introduced many important bills of important interest to South Boston, and assisted in the fight for measures introduced by other South Boston legislators. Chief among his measures was a bill to remove the House of Correction from this district. These buildings have for years been an eyesore to South Boston, and their removal was advocated by the South Boston Citizens' Association. He also fought for, and was successful in securing an appropriation of ten thousand dollars, for the Carney Hospital. Other bills of interest to South Boston which are too numerous to mention, received his most hearty support. Mr. Baldwin is well-known all over Massachusetts and served on many important senate and house committees. He is a member of Pere Marquette Council, Knights of Columbus; Division 57, Ancient Order of Hibernians, Tammany Associates and several social organizations.

EDWARD P. BARRY.

One of the peninsula's youngest business and professional men is Edward P. Barry. He was born in this district and was reared in South Boston, and is one of its earnest public-spirited citizens. Mr. Barry deserves and is accorded full

admiration and respect for what he always has been and what he is to-day. As an all-round newspaper man he is said to have but few equals in America. Where others failed in his profession he succeeded by indomitable courage; and his strong personality, grit and persistence, honesty of purpose, unswerving integrity, a name without a tarnish and



HON. JOHN E. BALDWIN.

good early teachings from kindly hearted parents, have all combined to lead him on the right road to success.

In 1871, at the age of six years, he entered the Mather primary school and at twelve he graduated from the Lawrence grammar school, near the head of his class. He next attended a preparatory school, intending to take a course at Harvard, but illness checked his desires, and subsequently he started on a business life. He meanwhile took a full course at

the evening high school, in the higher branches of study, and received the first diploma ever issued by the City of Boston from that institution. After two years with a wholesale woolen house and three years in the Boston office of the treasurer of the Hamilton Mfg. Company and Appleton Company of Lowell, he entered the field of journalism on the staff of the

seven years ago, owing to a temporary blindness brought on by overstudy while preparing to enter the Harvard medical school. Having recovered from his affliction, a year later, he resumed his duties with the "Herald," in the capacity of court reporter, purchased the "South Boston Inquirer," and took up the study of law. To-day he is the president of the



EDWARD P. BARRY.

"Boston Daily Advertiser" and, while working for that paper, purchased a half interest in the "South Boston News," then just started, and became its editor. His next change was to the "Boston Herald," and with the latter paper he has since remained and has served for almost fifteen years in various capacities, as a reporter and next as editor of department of sports. He was promoted to be night city editor and held this position with honor till he was obliged to resign it,

Inquirer Publishing Company, which he organized; the treasurer of the Ideal Harp Company of which he is the principal owner; is manager and half owner of the Boston Advertising Agency; is general press agent of G. E. Lothrop's theatrical enterprises, and is about to take an examination for admittance to the Suffolk County bar after three years' study at the Boston University law school. In politics Mr. Barry has always been a Democrat. He was elected to the common council from Ward 15 in 1889 and 1890 and has served several years on the Democratic ward and city committee. He organized and was president of the first Caucus Reform Association, which brought about the Australian system of voting in the primaries, and has always taken a live interest in election affairs. In amateur athletics he was once a leader in New England when he as president of the

New England Amateur Rowing Association and New England Amateur Athletic Association created, by his zeal and enterprise, a spirited rivalry among oarsmen and others interested in manly sports. He still retains an interest in the athletic world and is an honorary member of at least a dozen boating and athletic associations, and has been an active member of the Boston Athletic Association ever since it was chartered. The fraternal organizations of which Mr.

Barry is a member include James E. Hayes Council Knights of Columbus; General Sherman Lodge, A. O. U. W., the Boston Press Club, the Progressive Fraternity; the Heptasophs and the Boston Herald Fire Brigade. Mr. Barry is the son of Edward W. and Sarah (Shea) Barry. He is married, and resides in The Bowen, corner Broadway and Dorchester street.

ALDERMAN. JOSEPH J. NORTON.

The alderman representing Wards 14 and 15 in the upper branch of the city government in 1901, was born in South Boston in 1870, and is the son of John Norton, for many years a well-known resident of this district. He was educated in the public schools and attended the Lincoln grammar school and the Boston English high school, graduating from the later in 1887. He first entered business life in Raftery's provision store. After ten months' experience there he entered the Boston Fruit and Produce Exchange, where he remained for a period of eleven years, acting as assistant secretary for the exchange. Scarcely had he obtained his majority when he won recognition in local politics, when he became secretary of the Ward 14 Democratic committee; therefore when he became a candidate for the legislature in 1894, his first election to public office, he had gained an insight into the political arena. He served in 1895, and, being re-elected, served on the committee on election laws and water supply. In 1897 he became a candidate for the board of aldermen, but was defeated. In 1898 he was again a candidate and this time elected. The next year he was again nominated but defeated. In 1900 he was again nominated and elected, and became a prominent candidate for chairman. For the past two years of his service he



ALDERMAN JOSEPH J. NORTON.

has been chairman of the committee on electric wires, and a member of the committee on railroads. During his connection with the city government he has also served two years on the financial committee. Alderman Norton has been an unusually active member of the city government and has looked well after the interests of this district. During the past year he has been successful in introducing and passing two important orders of benefit to this district,—the new \$50,000 L-street bath house and the order for \$100,000 for the building of the House of Correction at Deer Island, which will result in the removal of that institution from this district. Alderman Norton is a member of many organizations, he has been a member of the Democratic state central committee and first vice-president of the Democratic ward and city committee for the past two years. He is also a member of the Boston

Fruit and Produce Exchange; past master workman of Faragut Lodge, A. O. U. W.; member of the Charitable Irish Society; West End Council; Knights of Columbus; Ancient Order of Hibernians; Catholic Order of Foresters; City Point Catholic Association; Mosquito Fleet Yacht Club; Fraternal Order of Eagles; and South Boston Citizens' Association. He has been a life-long resident of South Boston and is unmarried.

J. CARLETON NICHOLS.

No citizen of South Boston is better known than J. Carleton Nichols, who is a member of the school board and also associated with the well-known hardware firm, the Hoyt Company. Mr. Nichols has for years been a familiar figure in South Boston business circles. With his brother, Calvin M. Nichols, he conducts the business so familiarly known to the people of South Boston and Dorchester as the Hoyt Company. The stores of the company are located at 347 Broadway and on Dorchester avenue. Mr. Nichols was born in Cohasset, November 23, 1853. He remained in his native town but a short time when his parents removed to South Boston, settling in this district in 1862. He attended the Bigelow grammar school and after graduating in 1872, he at once entered mercantile life, selecting the hardware business. He gradually learned the business, and in 1880 he commenced the copartnership with his brother Calvin. In his business life Mr. Nichols has been eminently successful. He has always been held in the highest esteem by the people of South Boston. He is a trustee of the South Boston Savings Bank and also of the Lyman Locke estate. He is a member of Bethesda Lodge No. 30, I. O. O. F., and for ten years has been



J. CARLETON NICHOLS.

active as a trustee of that organization. He is a member of the St. Paul's Lodge, F. & A. M.; St. Mathew's Royal Arch Chapter; South Boston Citizens' Association and the New England Hardware Dealers' Association. In each of these organizations he has been honored by appointments on committees of more than ordinary interest. Mr. Nichols is a Republican in politics. In 1898, he was chosen by the Republicans to represent South Boston on the school committee, receiving the endorsement of the Public School Association, Independent Women Voters, the Committee of One Hundred, and the Republicans. He was elected in the close fight and has, since that time, served South Boston fearlessly and well. He has been foremost in any project that has tended to advance the condition of the schools in South Boston and has served on many important committees of

that body. Mr. Nichols is married and lives in the pleasant residence located at 159 K street. He has always been active in matters pertaining to the interest of South Boston and is respected as one of the leading citizens.

THE LATE SUMNER CROSBY.

This former resident of South Boston died in April, 1875. He was born in Billerica, Mass., in 1801, and was a lineal descendant of Simon and Ann Crosby, who came from England in 1631 and settled in Cambridge. He was educated in the public schools of Billerica, coming to Boston in 1840, where he achieved success in business. His acts of benevolence and good will towards his fellow-men, will be long remembered. He was married in 1826 to Harriot Blanchard of Billerica, and with his estimable helpmate took up his residence in South Boston in 1840.

In 1853, he established himself in the grain business on Dorchester avenue, taking in his son, William S. Crosby, as a partner in 1865, the business being afterwards, and to the present day, continued under the firm name of Sumner Crosby & Son. For many years the concern has conducted the largest business in the line in this vicinity, the reputation of the house being of the best. Beside laying the foundation and building up the large business now continued by his son, Mr. Crosby occupied many positions of public trust. He served as a member of the common council, state legislature and senate with that strict regard for the public good that characterized the service of men of his day and district. During the civil war his service was freely given in aid of the soldiers, and he occupied a place on the Soldiers' Aid Committee, distributing public contributions, and his



THE LATE SUMNER CROSBY.

own funds when other means were not at his disposal, with that kindly nature peculiar to men of his temperament. His work for the sick, wounded and destitute was both arduous and faithful, and his sympathy for the suffering was always readily enlisted. He was one of the most interested workers in the establishment of the Boston City Hospital and was a member of the building committee of that institution; he also served for several years as a member of the original board of trustees. He was a member of St. John's Lodge, F. & A. M., and was an interested worker and active member of the Hawes Church.

THE LATE GILBERT WAIT.

Among the deceased residents of South Boston the loss of none have been more deeply felt than that of Gil-

bert Wait. He was for many years active in the affairs of South Boston, was the owner of Wait's Hall, and a man known for his kindly acts to his fellow-men. He died at his comfortable home on Fourth street, after a two weeks' illness, December 15, 1886, at the age of sixty-eight. He was born in the town of Mexico, Maine, March 8, 1818; came of an old

Fourth street. Although the locality was but sparsely populated at that time, he became successful. He gradually became interested in real estate and in 1857 built Wait's Hall, to the ground floor of which he removed his store, afterwards known as Washington market. The hall above became the leading place of this section of the city for select concerts,

dancing parties and public events and served its purpose for many years. He acquired a thorough knowledge of the value of property here, and, being possessed of unusually sound judgment, coupled with scrupulous honesty, his advice was frequently sought, not only by the helpless widow and orphan to whom he was even an unfailing friend and strong protector, but he was often called upon to act as expert in appraising public and other property. Mr. Wait was a consistent and faithful member of the South Baptist church, and was a helpful member of that society from 1842 to the time of his death. To this church he gave liberally of his means and time. He was one of the most influential of its members in raising the funds for the building of the edifice at the corner of F street; and as a member of the building committee took a deep interest in its construction, personally superintending its erection for the society, after the failure of the contractor, who was engaged by the church, to carry out the work. Mr. Wait represented South Boston in the board of aldermen during the term of 1866-1867, was one of the corporation of the South Boston Savings bank, and was for many years one of the trustees of Mount Hope Cemetery. The deceased is survived by his widow, one son and two daughters.



THE LATE GILBERT WAIT.

and distinguished family, among the early ancestry being Thomas Wayte, one of the signers of the death warrant of King Charles I of England, in 1648. On the paternal side were also William Wait and his son, minute men who fought side by side during the Revolution at Bunker Hill, Battle of Lexington, and took part in throwing up the fortifications at Dorchester Heights. Gilbert Wait came to South Boston in 1869 and engaged in the provision business with store on

Fourth street. Although the locality was but sparsely populated at that time, he became successful. He gradually became interested in real estate and in 1857 built Wait's Hall, to the ground floor of which he removed his store, afterwards known as Washington market. The hall above became the leading place of this section of the city for select concerts,

THE LATE WILLIAM McCULLOUGH.

The late William McCullough was the original florist of South Boston and one of the pioneer landscape gardeners of New England. To him is due, in a great measure, the progress made in gardening since the early days. He came to this district in the days when it was sparsely settled, in 1836, and occupied the old house on Fourth, between M and N streets. Surrounding this handsome residence, was about one and one-half acres, made beautiful by the horti-

lough to retire from business and seek recuperation in Europe. His health was not benefited by his trip abroad, and he died in 1859 at the age of sixty-two years. Beside being a recognized artist in his line, his genial disposition made friends wherever he went. Mr. McCullough left two sons and a daughter at the time of his death. After his regretted decease, his business was removed to the estate of Dr. S. G. Howe and continued for some years by his son William, until his death. Of the sons, William has passed away, and Charles N. is still



THE LATE WILLIAM McCULLOUGH AND HIS OLD HOME ON FOURTH STREET.

cultural skill of Mr. McCullough. His grounds in those days were marvellous to behold. So magnificent was his display of flowers, that it was common for the elite of Boston to visit the grounds and express their admiration of the picturesque scene. Mr. McCullough won plaudits from all sides for his genius. He had charge of the Boston Public Gardens in 1847, with Rev. Charles F. Barnard. In addition to his reputation locally, he made a national reputation by his introduction of the tomato into the United States. Ill-health forced Mr. McCul-

living, the latter being now engaged in mercantile pursuits. The daughter, Mrs. Mary B. Blom occupies a prominent position in South Boston social circles. She is a member of the Old Hawes School Girls' Association, and for ten years served that body as treasurer. Many of the older residents of South Boston will doubtless recognize the old house on Fourth street, and the likeness of Mr. McCullough. His name is one that will be long remembered in the art of horticulture, and his place has never been filled as a neighbor and resident of City Point.

LIBERTY D. PACKARD, M. D.

Among the citizens of South Boston few were better known or more beloved than Dr. Packard. His sterling character, genial disposition and sympathetic interest in his friends and in his city, made him welcome in many homes, and in public gatherings. One of the familiar sights was the doctor with his favorite horse

to the day of his death, he had a large and continuous practice. He was friend as well as physician to many families, and his books show thousands of calls made for sweet charity's sake.

He was a senior member of the American Institute of Homœopathy, a member of the New York Medical Society and senior member and ex-president of the Massachusetts Homœopathic Medical Society.

He was a strong Republican and was honored by his party with prominent positions. In 1872 he was elected to the House of Representatives of the General Court, and served two years. From 1867 to 1871, in 1883, and, again, from 1888 to 1891, he was a member of the Boston school board, under whom he was the chairman of the South Boston Division. Hundreds of South Boston boys and girls have received their diplomas from his hand, and often he has been called "the teacher's friend."

In the membership of many social organizations his name will be found, among them the Adelphi Lodge, F. and A. M.; Bethesda Lodge, I. O. O. F.; Boston Lodge 134, Knights of Honor; Unity Lodge, No. 5, A. O. U. W.; Lincoln Council, Royal Arcanum; South Boston Citizens' Association. He was a trustee of the South Boston Savings' Bank.

In his church life, he was a devoted member of the St. John's Methodist Episcopal Church, of which he was a trustee.

His death, of heart trouble, came very suddenly at the close of a busy day, January, 5, 1895, at his residence 538 Broadway. He was married in 1853 to Lucy Kingman of Mansfield, Mass. His widow and three daughters survive him. His only son died in 1877 at the age of twenty-one years.



THE LATE L. D. PACKARD, M. D.

"Dolly" driving about the streets in his daily round of calls.

Born in 1831, in Brockton, Mass., then North Bridgewater, he received his early education at Adelphi Academy of that town. Later he studied at the Harvard Medical School and New York Homœopathic College from which he was graduated in 1862. After a six-months' experience in East Boston he came to this section, and from that time

THE LATE OTIS D. DANA.

Among the deceased residents of South Boston, none were held in higher esteem than the late Otis D. Dana, who, up to the time of his death, lived in the large brick residence at the corner of Broadway and M Streets.

Mr. Dana was born in Boston, July 17, 1835. He came of an old and well-known family of merchants, and after receiving a good education, followed the example of his ancestors by engaging in mercantile pursuits early in life. At eighteen he entered the store of Eaton, Lovett & Wellington, where he remained during



THE LATE OTIS D. DANA.

the whole of his noted business career. From a boy he worked up through the various departments of the large hardware business until, in 1865, he had earned a membership in the firm, which at that time became Eaton, Wellington & Co. In 1867 he changed the firm to a corporation under the name of Dana Hardware Co., and became its president and treasurer.

Up to the time of his regretted decease Mr. Dana was a tireless worker, and under his guidance the business was brought to its present large proportions.

He was ever active in public affairs, and was interested in many large business

enterprises. He served as a member of the city government, was for a time president of the old South Boston Street Railway Company, a trustee of the South Boston Savings Bank, and a director of the Freemans National Bank. He was also a member of the Algonquin, Merchants' and Art Clubs.

He was widely known for his benevolence to the poor, and was held in high esteem by all who knew him. He was a member of St. Paul's Lodge, St. Omer Commandery, and also a Thirty-three Degree Mason. He built a large number of houses in this district, and improved property here to a noticeable extent.

FRANK E. PARK.

Of the older families of South Boston, there is no one more favorably known than Frank E. Park. A product of South Boston, Mr. Park has watched the growth of the district from smaller proportions to the immense settlement that it is found in the close of the nineteenth century. He is a son of the late Deacon William Park, who came to South Boston in 1825. Like his son, the father was also a mason and contractor and followed the business until the time of his death. The subject of this sketch was born in South Boston in 1835. His education was received in the Hawes grammar school on Broadway and the English high school. During the trying times of the Civil War he responded to the early call for volunteers, and his name was found upon the rolls of the sixth Massachusetts volunteers. Upon his return from the front, Mr. Park engaged in the business of mason and contractor, and has successfully carried on this business without interruption to the present day. During his career as a business man he has erected many magnificent buildings, including portions of the plant of the Jenney Manufacturing Company, the Jenkins Glass works, and the Walworth Manufacturing Company. These are but few of the buildings in which Mr. Park has done a major portion of the work.

In the political world he has always been sought by his friends, and has been

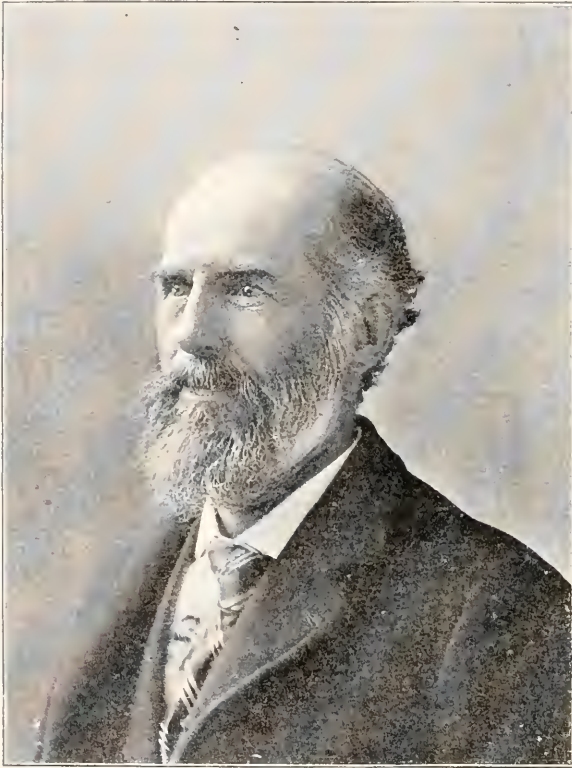
honored on several occasions for offices within the gift of the people. In 1890 he was elected to the common council from Ward 14 and last year was named as Republican candidate for the board of aldermen in the eighth aldermanic district, comprising Wards 14 and 15. Mr. Park made a magnificent showing in this overwhelming Democratic district. He has always been at the call of his party, and

order, and other civil and fraternal bodies. He takes a deep interest in the Hawes School Association, among which are numbered the boys of his school days, and in 1899 he served as president of that body after a unanimous election.

Mr. Park takes pardonable pride in owning and living in the old Blake house at the corner of Broadway and P street, and from the windows of this historic residence he has watched the growth of South Boston from a thinly-settled place to a district with hardly a spare inch of building room. Anything proposed for the benefit of this district finds a firm supporter in the above-named well-known and esteemed resident.

DR. WILLIAM J. GALLIVAN.

Dr. William J. Gallivan, who occupies the distinguished position of president of the Boston School Board, is also one of the leading members of the medical profession in South Boston. Although born in Boston, this district claims him as its own. He removed to South Boston with his parents when quite young, and with his family was educated in the public schools. Dr. Gallivan's alma mater was the Lawrence school on B street, from which he graduated in 1879. He then attended the Boston Latin school, graduating in 1884. In order to further brighten his intellect, he took



FRANK E. PARK.

has given his time for the furtherance of its principles. He has on many occasion been rewarded with positions of trust in this community, and in the organizations which can claim him as a member. He is a past commander of Post 125 G. A. R. which was afterward merged with the Dahlgren Post 2, of which he is a member, the Boston Yacht Club, Hawes School Association, South Boston Citizens' Association, different branches of the Masonic

the academic course at Harvard college, attaining the degree of A.B. in 1888. After that he attended the Harvard Medical school, graduating as an M.D. in 1892. Since becoming a member of the immense force of physicians in this district, he has succeeded in establishing a large practice among the residents not alone of South Boston, but of the neighboring district. During the past six years Dr. Gallivan has been selected by the great masses of

Boston, to represent them in Boston's great school board. Last year, after five years' experience on the board, he was selected to preside over the deliberations of that body, which he has done with apparent ease and grace. To him belongs a large amount of credit for his untiring efforts in behalf of the new South Boston high school, which building now graces Dorchester Heights. Under his able leadership appropriations amounting to \$300,000, were secured. The present site was obtained by him after a hard fought battle. To Dr. Gallivan's persistent efforts is partly due the final securing for the use of South Boston schools a portion of the celebrated Christopher Gibson fund, left by the great philanthropist, Christopher Gibson, for the benefit of schools in Dorchester. Dr. Gallivan discovered the fact that at the time the bequest was made, South Boston was a part of Dorchester, and through his work a portion of the bequest has been donated to the use of South Boston's schools. For nearly four years the schools have been able to secure supplementary reading by reason of this fund, Dr. Gallivan has been considered one of the strongest men on the school board, and one profoundly interested in the cause of education. He is held in high esteem all over Boston and is a valued resident. He is a member of the Massachusetts Medical Society, Knights of Columbus, Columbia Yacht Club, Mosquito Fleet Yacht Club, Charitable Irish Society and the Massachusetts Catholic Order of Foresters.

Few men of South Boston are better known than Dr. Gallivan, and few men of Boston are better able to fill his responsible position in the community. His interest in education makes him a valued citizen.

THE LATE E. H. BRAINARD.

One of the most successful business men in this locality was Mr. Edward H. Brainard. He was born in West Newbury, Oct. 28, 1813. At the age of seventeen, he left home, and served as a messenger in the employ of the Adams Express Company. This position he held for several years, but it was not altogether



DR. W. J. GALLIVAN.

suited to his tastes, and did not give him the opportunity to develop his mechanical skill. After leaving the express company, he devoted his attention to the manufacturing of wagons, carriages, etc. This afforded him wider scope for his inventive genius, and through rare business tact, and judgment, he built up a large trade in his special line. The large manufactory at the corner of Sixth street and Dorchester avenue was for a long

time, a hive of industry and prosperity. During the civil war, he made, and patented ambulances which were adopted by the government, and recognized all over the world as a triumph of skill in the mechanical art. He was awarded a medal at the Paris Exposition, and, during the Franco-Prussian struggle, the French government accepted and prized his invention. Mr. Brainard in all his business transactions was a careful and industrious manager. His success in any project was always assured him by his foresight, and good judgment. These were in demand, and his services in common council, as well as upon the school committee gave him an opportunity where these qualities rendered valued assistance to the city. In social life, he was a popular and companionable man. In 1854 he joined the St. John's Lodge, and a few years later on, became a member of St. Paul's Lodge, South Boston. The Knight Templars orders, he received in the De Molay Commandery of Boston. He was a Mason of the Thirty-second degree in the A. A. Scottish rite of Masonry, and for eight years was president of the Eastern Masonic Mutual Relief Association.

For many years, he served as a vestryman in St. Matthews Episcopal church. This church always had his generous support, and constant interest. Mr. Brainard is an instance of the self-made man. His ventures in business life began in a small way as a publisher and bookseller before he really began the life work of carriage building. His perseverance stands out in all his transactions. Honest and indefatigable in his work, he overcame many difficulties, and patiently worked his way up, so that some years before he retired from business, he acquired a large competence,

made possible by wise investments in real estate. He was greatly interested in all the topics of the day, and read with pleasure the new departures and advances in his own line of business. After a life of ceaseless activity, he went to his rest, third of June, 1888, and the funeral services were held at his residence, three days later, the Rev. Lyman Abbott, D.D., and the Rev. A. E. George, officiating.



THE LATE EDWARD H. BRAINARD.

The interment was in Mt. Hope Cemetery.

THE LATE DAVID M. PIERCE.

The late Sergeant David M. Pierce was one of the best-known police officers in Boston. He served his city for twenty-six years, fourteen of which were in South Boston. He was born in Tunbridge, Vermont, in 1829, and when a young man he came to Boston, filled with en-

ergy. During the trying times of the Boston riot, August 31, 1864, he became a member of the Boston police force, at the age of thirty-four years. He was assigned to duty at Station 1. While doing duty at the North End he was promoted to a sergeantcy, July 6, 1885. He was subsequently transferred to Station 7, East Boston, and later to Station 12, South Boston. At the latter station he served fourteen years, remaining there until his retirement January, 5, 1891. During his official connection with the



THE LATE DAVID M. PIERCE.

police force. Sergeant Pierce was regarded throughout the department as a good officer, faithful to his trust on all occasions and discreet in the extreme. His duty was performed in a thoroughly conscientious manner, and at the time of severing his connection with the police department, he had the confidence of his superiors and the rank and file of the department. His death occurred February 11, 1893. He was twice married, and to Joanna C. Powers, who now survives, in 1888. He left two sons, Frank S. Pierce, who is living, and Frederick D. Pierce, now deceased.

BENJAMIN JAMES.

Of the older residents of South Boston, there is no one who is dearer to the people than the venerable Benjamin James. One of the most devoted of South Boston's citizens, he has safely passed through eight decades, devoting much of that time to the welfare of South Boston, his adopted residence. He was born August 24, 1814, in the town of Scituate. His father, Dr. Elisha James was a practicing physician in the town for over forty years. He is old old Pilgrim stock, being the sixth generation direct from Peregrine White, the first white child born in New England. His father and mother both trace back their genealogy to the Pilgrim family of William White, father of Peregrine White. Mr. James passed sixteen years in the town of his birth, attending school and working hard on his father's farm. He came to Boston in 1821 being apprenticed four years to the house and ship joiner trade. He was married at the age of twenty-two. His record in state and city affairs is without a blemish, and a record seldom made by a citizen of Boston. He served in the Common Council in 1848-49; the House of Representatives in 1850-51 and the Board of Aldermen in 1852-53. The board then consisted of eight members. He was re-elected in 1857-58 and also four more times in 1866-67-68 and '69. During the latter year he was chairman. In those days there were no commissions and the work of an alderman was no sine-cure, being a member of the board meaning hard work. When he retired from the board, he was given a unanimous vote of the members for his valuable assistance. In 1870, he visited California with the Boston Board of Trade. In 1872 he made a trip to Europe with ex-mayor Henry L. Pierce and James M. Bugbee, then clerk of committees in city hall. For the past sixty years he has lived in South Boston. Here he learned his trade, here he married and brought up six sons, all of whom attended the primary, grammar and high schools, and who have added lustre to the history of South Boston. He has always been active in

real estate circles, and has built 123 houses all of which are to-day standing, never having been visited by fire or blizzard. In 1860-61 he was a member of the lumber firm of B. and G. B. James, Pope and Company, with yards, dock and mills on First street. He was for thirty-two years a trustee of the well-known Hawes fund, nine of which he served as treasurer, with a bond of \$40,000. He was a director of the South Boston Gas Light

him with a gold-headed cane February 21, 1891. Mr. James has ever made friends, and never an enemy. His life is one bright page of love and esteem, and his memories are everlasting. He has been remarkably healthy, scarcely having a day's sickness in the last seventy years.

THE LATE M. J. DRISCOLL.

The late Captain Michael J. Driscoll was one of the well-known citizens of South Boston. Captain Driscoll passed away May 31, 1900. In yachting and business circles and among his many associates he was held in high esteem. He was born on Broad street, in the Old Fort Hill district, September, 1833. He attended the old Boylston school on Washington street, a school that sent out into the world hundreds of boys, who afterwards made old Fort Hill famous because of their attainments. After leaving school he became interested in the yachting and boating business. Captain Driscoll was one of the pioneer excursion-boat owners of Boston. His fleet of boats, the "Welcome," "Surprise" and "Pleasure," were famous for the large parties they carried to the numerous pleasure resorts in Boston harbor. About 1875, he entered the liquor business. At the time of his demise, he conducted a large store on Atlantic avenue. Captain Driscoll became a resident of South Boston about 1869. He represented old



THE LATE CAPTAIN M. J. DRISCOLL.

Company for sixteen years, eleven of which he served as treasurer. He is also one of the original corporate members of the South Boston Savings Bank, a director of the South Boston horse railroad, life member of the Massachusetts Charitable Mechanic Association, having been a member for upwards of thirty years, and an original trustee of the Franklin Savings Bank. He is also a member of the Boston Club, which organization presented

Ward 5 in the City Council, in 1868, making an excellent representative of the district. Captain Driscoll's circle of friends was extremely large. His famous steam yacht "The Skylark" carried many pleasant parties down the harbor, the memories of which yet linger in the minds of those who were privileged to participate therein, and who still remain among the living. He was a member of the South Boston Yacht Club,

the Charitable Irish Society, the Old Boylston School Association, the Order of Good Fellows, and the South Boston Citizens' Association.

HON. CHARLES T. GALLAGHER.

Gallagher, Charles Theodore, was born in South Boston, on Old Harbor street, next to the Hall J. How estate, where the Carney Hospital now stands, May 21, 1851. His father and mother, William and Emily Gallagher, had moved from Dorchester about 1847, and lived first on A street and then on Dorchester Heights, the father being a dealer in stoves and ranges on Broadway, at the corner of Dorchester avenue.

The subject of the sketch attended the Bigelow and the old Hawes schools. After a year and a half of the Hawes school, he attended the Lincoln school for two weeks, and then, on account of change of lines, he attended the Bigelow school until he graduated in 1865, a year later than naturally expected; as in the spring of 1864 he enlisted as a drummer boy, before he attained the age of thirteen years, in the first unattached company Massachusetts Infantry, known as the Lincoln Guards, formed in South Boston, being the last call of troops in Massachusetts during the War of the Rebellion. He served about four months. After the war, he joined the Tenth Massachusetts which afterwards became the First Massachusetts Volunteer Militia.

In 1865, he entered the English High school, where he organized the first drum corps for any public school battalion. He continued intending to enter Harvard College, but ill health led him to enter mercantile pursuits, and he spent a year and a half or more in Canada, in the

pine woods. Coming back strengthened in mind and body, he continued his studies under private instructors in the classics and modern languages until 1873, then taking up the study of the first year's course in the Harvard Law School, when he entered the office of Hon. Ambrose A. Ranney, and continued his law course in Boston University Law School, from which he graduated with the degree of L.L.B. in 1875. He was admitted to



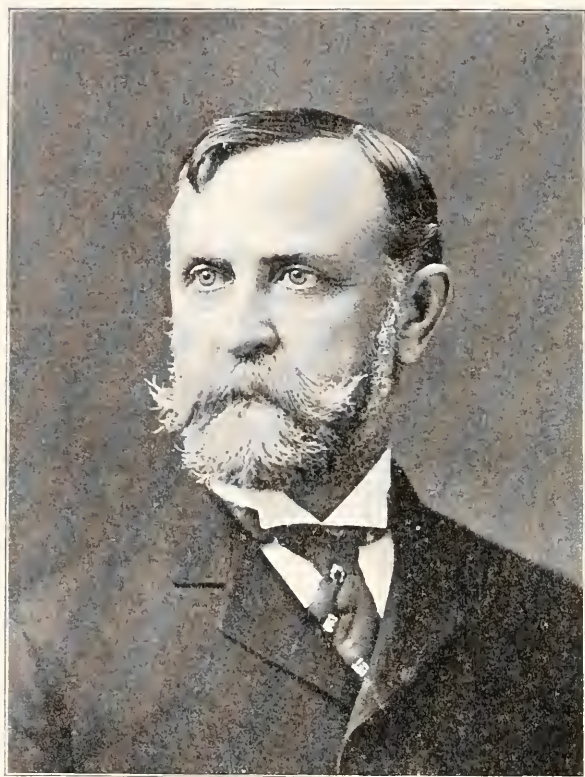
BENJAMIN JAMES.

the bar in November of the same year, being admitted to the United States Supreme Court at Washington in 1882. He received his degree of A.M. from Dartmouth College in 1894.

During his student days he removed to Broadway near H street, where he remained with his parents until married in 1880 to Nellie W. Allen of Scituate, granddaughter of Rev. Morrill Allen, a

noted preacher of Plymouth county, who preached a sermon on the day he was ninety years of age, at the old church at Pembroke. Immediately on his marriage he went to live at 26 Thomas Park, where he remained until 1898, when he removed to Roxbury at 346 Walnut avenue, corner of Ruthven street near Franklin Park. There are three children, Morrill Allen, Amy and Emily.

During his residence in South Boston



HON. CHARLES T. GALLAGHER.

he was always identified with its interests public and private.

In his early days he attended the Phillips church, corner of A street. After his marriage, he became trustee of the Broadway Unitarian and the Hawes Place churches under the John Hawes will.

For twelve years he represented South Boston in the school committee, being

generally nominated by both political parties, during the last four years of which he was president of the Board. He also served in the State Senate in 1882, was afterwards twice nominated for Congress, declining the latter nomination on account of pressure of private business. He was for many years a director in the Mechanics National Bank, when it was located in South Boston; also a director in the Mattapan Deposit & Trust Co.; a

trustee, and one of the Investment Committee of the South Boston Savings Bank; was one of the founders of the Dahlgren Memorial Hall Association, being a member of Dahlgren Post 2, G. A. R.; one of the trustees of the John Hawes Fund, that noble charity that has done so much for South Boston, having special charge for several years of the administration of the educational part of the fund; he is a member, and at one time was president, of the Hawes School Boys Association; in 1878-79 he was master of St. Paul's Lodge, and has since then been a trustee of its funds; he is a member also of St. Matthews Chapter and St. Omer Commandery, Knights Templar.

Outside of South Boston he has been a director in railroads, life associations, numerous corporations, and trustee of various estates, having had charge of the settlement of almost every large estate in South Boston

since he entered into practice; at one time he was trustee under the will of Benjamin Franklin; although as a lawyer he has had in addition an extensive court and corporation practice.

He is a member of the Bostonian Society; a life member of the Young Men's Christian Union; he was in 1897 elected a trustee of Boston University; is a member of the executive Council of the Bos-

ton Bar Association; for more than twenty years one of the Commissioners of Trials, and for several years a director of the corporation of the Grand Lodge of Masons in Massachusetts. Besides other important offices in this order, in 1900 he was elected Grand Master of Masons for the State: for several years a member of the Boston Art Club, he was in 1900 elected its president: being a member of the Athletic, Exchange, Algonquin and University clubs, together with other law and dining clubs in the city.

COL. J. PAYSON BRADLEY.

No citizen of South Boston is more favorably known than Col. J. Payson Bradley. He is a son of Captain Leverett, and Catherine (Frye) Bradley, and was born in Methuen, June 7, 1848, on a farm on the banks of the Merrimac occupied by his ancestors since the earliest settlement of that section. His great-grandfather, Enoch Bradley, was a soldier of the Revolution, and on his mother's side he is related to Colonel Frye, who commanded a regiment at Bunker Hill. His paternal grandfather was a captain of dragoons and his father, a captain in the old sixth regiment, and later a captain of artillery in the civil war. Colonel Bradley was educated in his native city and in Lawrence, leaving the latter in 1861 to enlist as a drummer in the 14th Massachusetts volunteer infantry. His regiment was later changed to the 1st Massachusetts Heavy Artillery, of which he became bugler. He proceeded with his battalion to Harper's Ferry and the Shenandoah valley. After the evacuation of Harper's Ferry and the battle of Gettysburg, the battalion returned to the regiment, which, acting as infantry, joined

General Grant's column at Washington. He served through the entire campaign from the terrible battle of the Wilderness, where his regiment lost 398 men in killed and wounded, to Spottsylvania, Cold Harbor, Petersburg, Weldon railroad, etc., until by permission of Generals Meade and Hancock, he was returned home exhausted and worn by exposure. He was honorably discharged just before the close of the war. In 1884 he was elected



COL. J. PAYSON BRADLEY.

president of the association of his regiment. After the war he prepared himself for a draftsman and engineer. In 1886 he entered the employ of the Downer Kerosene Company of South Boston, and in 1880, became a member of the firm of Allen, Bradley & Company, which succeeded the Downer Company. The firm became The Kehew-Bradley Company in 1894, with offices at 24 Purchase

street. Soon after coming to South Boston he married Emma Frances, daughter of Francis James, making his home at 499 Broadway. Four children have been born to them, Francis E., Fannie J., Marion and Mildred. He has never held any elective office, although often urged by his friends. Joining the militia in 1873, he served in the artillery and cavalry until discharged in 1877, as adjutant and first lieutenant. The same year he joined the Ancient and Honorable

Colonel Bradley is a charter member of Dahlgren Post 2, G. A. R., and its third commander, and is a past member of the National Council of Administration. He has been an active worker for the erection of the monument on Dorchester Heights, which through his vigilance has now been built, commemorating the erection of the fortifications which caused the British to evacuate Boston, March 15, 1776. Colonel Bradley is president of the Dahlgren Memorial Hall Association, and officer of the Phillips Congregational church, and a member of the Old Boston Congregational Club, Bostonian Society, American Historical Society, Military Historical Society of Massachusetts, New Algonquin Club, Old Dorchester Club, and Columbia Lodge, F. A. M.



OLIVER B. STEBBINS.

Artillery Company, serving as sergeant of infantry in 1880, adjutant in 1888 and national color-bearer in 1896, during the visit of the company to England, being the first man to carry the American flag under arms, in the streets of London and into Windsor Castle before the Queen. In 1897 he was elected commander of the company, and the same year was appointed assistant adjutant general and served three years with the rank of colonel on the staff of Governor Wolcott.

OLIVER BLISS STEBBINS.

This well-known citizen of South Boston represents the literary portion of this district; and for many years he has held a leading position as a musical and dramatic critic. Mr. Stebbins was born in South Boston, December 22, 1833, the only son of the late Dr. John Bliss Stebbins, a prominent physician of South Boston sixty years ago. His education was acquired in the public schools. Graduating from the Hawes Grammar school as the first Franklin medal scholar, he entered the English high school, from which he also graduated with high honors. His school life completed he entered upon a mercantile career, but not finding that to his taste, soon abandoned it for literature. He was yet young when he was elected a member of the Mattapan Literary Association, and soon rose to the position of secretary and director. Shortly after he became assistant editor of the "Mattapan Register," a weekly paper of South Boston. His prose and poetical contributions to this publication were widely read and copied. From 1867 to 1879 he held a responsible position in the Boston custom house. During these years, and later, his contributions to liter-

ature, both historical and dramatic, were many. In the summer of 1898 Mr. Stebbins delivered three lectures, two of which were on Shakespeare's "Macbeth," before the Playgoers Club of Boston. At various times he was correspondent of the "New York Musical Review," the "New York Dramatic News," and many daily papers. Later he filled the position of musical and dramatic critic on the staff of the "Boston Daily World."

Mr. Stebbins has a great liking for the study of American history, and is an authority on that interesting subject. He is an enthusiastic student of history and the sciences and possesses one of the largest libraries in South Boston, his collection of rare books and pictures being very valuable. Among the more prominent products of his pen are "A History of Dorchester Neck During the Revolution," a history of the Hawes grammar school, and a biographical sketch of Gen. William H. Sumner, published by the New England Historical Genealogical Society, of the latter of which he is a member. His contributions to volumes edited by others have been numerous. For several years Mr. Stebbins has been preparing matter for a history of South Boston. In 1899 he was president of the Old Hawes School Boys' Association of South Boston.

THE LATE CAPT. PETER PETERSON.

The late Capt. Peter Peterson, who up to the time of his regretted decease resided at 54 G street, was a gentleman of the old school and a valued resident of South Boston. Loving memories cling to his name. For forty years a resident, he was one whose happy disposition, dignified bearing and kind-heartedness to his fellow-man endeared him to all. He was born in Denmark in 1810, and died at his home in May, 1897. At the age of twenty he came to Boston and followed the sea. At the age of thirty-one he became master of a full-rigged ship. In 1833 he made a voyage to California

and return, bringing back a cargo of hides, called in those days California bank notes.

He rightly earned the title of the best "Cape Horner" on the deep. He made numerous voyages around the world, but in after years engaged in the East India and China trade. In 1846 he was married to Miss Katherine St. Leger, and she for many years accompanied the captain on his voyages around the world, making several trips. Beside being a careful



THE LATE CAPTAIN PETER PETERSON.

skipper he possessed remarkable business ability and displayed great judgment in the disposal of his cargoes. It was during the civil war that he abandoned the sea. While in Melbourne, Australia, he found that he could not continue sailing under the American flag and he returned to this country, taking up his residence on G street where he remained in private life until his death. He completed over fifty years of married life, thirty-six years of which were spent in his pleasant South

Boston home. He was ever found at his fireside with his excellent and devoted helpmeet, and many hours were spent relating his wide experiences of his travels in his clippers from one country to another to his large circle of friends. During his life he was an attendant at St. Matthew's Episcopal Church. The name of Captain Peterson will long be associated with the memories of South Boston. He was a great giver to charity and knowing that he was pleasantly situated he had a kind remembrance for others who were not as well off as himself. All regretted his demise.

JOHN SOUTHER.

No man born in South Boston and still identified with its business interests has won greater distinction in life than Mr. John Souther whose portrait adorns the next page. He came into the world March 1, 1816. He attended the old Hawes school the very first year it was opened. At the age of fourteen he became an apprentice at carpentering and pattern making for machinery. At the age of twenty-one he took a position at a new foundry in Matanzas, Cuba, as draftsman and pattern maker for sugar-mill machinery. Two years later he returned home with the intention of starting a shop to build sugar-mill machinery, but Mr. Hinckley of Boston, who was about starting the first locomotive works in New England persuaded him to make a set of drawings and patterns for their first locomotive; and for five years thereafter Mr. Souther remained with the Hinckley Locomotive Works, making every working drawing and pattern for the different classes of engines they made. In the early forties Mr. Souther established the first locomotive works in South Boston and manufactured, during fifty years, a variety of machinery for carrying out the greatest national enterprises and public improvements of the nineteenth century.

These works have manufactured over eight hundred locomotive engines and steam shovels for road construction, and for operating these roads after they were completed. They have been used on railroads in every state and the Canadas,

from the Atlantic to the Pacific oceans. The many hundred steam shovels they have built for railroad construction, have not only expedited the progress of work, but have cheapened its cost greatly.

From these same works was sent around Cape Horn, in 1849, the first locomotive used in California on the first railroad, from Sacramento to Fulsom, where gold was first discovered. Twenty-four years later these works sent two more locomotives around Cape Horn to California and these locomotives took the first train from the Pacific Ocean with the governors, and the last railroad tie with golden spikes to make the connection at Ogden with the Union Pacific R.R. to take the first train through to the Atlantic.

For government, harbor, river and naval improvements the Souther works have turned out many great pieces of machinery. The famous Souther dredging machines, designed by Mr. Souther and built under his direction, are known to the world over as the best. They are, and for a long time have been, used by the Russian, English, Japanese and Egyptian as well as American governments. They have been used for work on the Suez, the Alexandria and the Nile and Panama canals; and for railroad building and dock dredging at home and abroad. They stand preëminent among all classes of American machinery in foreign use.

It was this class of dredging machine that was used to carry out the city of Boston harbor and land improvements, begun in 1847, and continued to this day. Up to 1847 there had been but one steam-dredge used in our harbor—the old style English endless chain bucket dredge, that could not dig the original hard-pan bottom and was only used to clean out the soft mud that floated in between the wharves. At this time the city let out their first contract for the deepening of the South Bay between Harrison avenue and South Boston. All of the material was to be used to make land from Dover street to Roxbury, from Harrison avenue to the outside of Albany street. To do this work Mr. Souther designed and built the first single scoop dredge expressly for this South Bay

dredging, and a second machine for elevating this material to fill the lots to grade, sixteen feet above mean low water. All this was completed by these machines and done in one quarter of the time it could have been done by the former process used for making these fills.

The next city improvement was the Back Bay filling, begun in the early fifties. All of this filling, between Beacon and Washington streets, especially from Dover street out to Roxbury, was filled with gravel from hills eleven miles out of the city, and material was all handled by the Souther steam shovels.

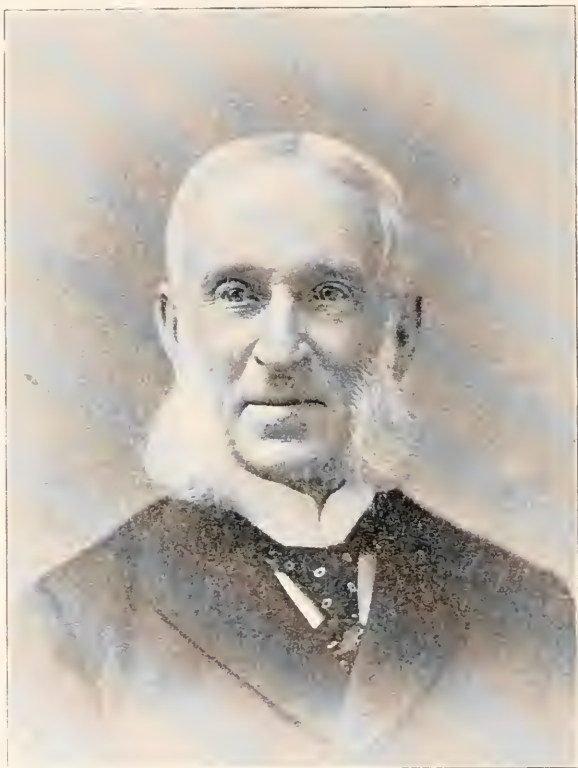
Further city improvement done with this machinery, was the removal of Fort hill, fifty-four feet high, covering about seven acres, and with the material filling all the land from Commercial street out and including Atlantic avenue from India wharf north to Commercial wharf.

The last dredging plant put by Mr. Souther on city improvements, costing one hundred and fifty thousand dollars, was for deepening the main harbor from Fort Point Channel to City Point. The flats were dredged to make thirty-five feet at low tide, making anchorage ground for our large ocean steamers. The material was used to make the first twenty-five-acre lot for the state, and the adjoining fifty-acre lot for the Boston & Albany railroad company, and later an adjoining hundred-acre state lot; all of the different named lots have been filled with the Souther dredge and excavator machinery, which has added to and doubled the area of the city territory, which with the buildings thereon has increased the city's permanent taxable property over two hundred million dollars.

Another branch of Mr. Souther's busi-

ness has been the making of sugar-mill machinery which he shipped annually, one hundred thousand dollars in value, to the Island of Cuba for sixteen years in succession, up to the War of the Rebellion, when the rebel privateers prevented further shipments. He also built the first steam sugar mill used on the Sandwich Islands and at San Domingo.

At the commencement of the War of



JOHN SOUTHER.

the Rebellion in 1861, the United States government sent the engineer in chief to John Souther's works to see if they had the large class of machinery adapted to make machinery for war vessels. He decided they had and urged Mr. Souther to prepare for government work. Every other class of work but the excavator and dredge was dropped and the works put machinery into eight war vessels during the following five years, and worked over

four hundred men on vessels, from a frigate and sloop of war to gunboats. They also built the hulls of two iron-clad monitors, and had to add to their buildings two ship houses and a boiler shop on Boston wharf, each 250 feet long, to build the two hulls and the twenty-four fifty-ton boilers to put in these vessels.

After completing the government contracts for war vessels the demand was such for harbor, river and railroad construction machinery that they have made a specialty of this branch of business up to 1899 when the works were destroyed a second time by the Old Colony railroad crossing through their lots first on Foundry street, and the second time on Dorchester avenue. Their works were first established for twelve years on First street, A street and Granite street, occupying the square. When this was destroyed by fire, they moved to Foundry street and from there to Dorchester avenue.

One other enterprise Mr. Souther started in 1852, outside of his works at South Boston, was a locomotive works at Richmond, Va., for the southern trade. It was the only locomotive works in the slave states before or since the War of the Rebellion. At the time there was no southern road that ran within forty miles of Washington, and Mr. Souther shipped his locomotives by vessels to Richmond.

There were two rolling mills at Richmond owned by General Anderson, a West Point graduate, who showed Mr. Souther his works, and the advantages that he could derive by manufacturing locomotives there, where the iron was made. He offered to put up buildings and furnish ample water power if Mr. Souther would stock the shop with tools and machinery for two hundred men, and would superintend starting the works the first year, and take a hundred experienced men from his Boston works. He further agreed for such service to give Mr. Souther a half interest in the business, and the offer was accepted. The works he called the Tredegar Locomotive Works. They turned out a number of locomotives the first year, while Mr. Souther spent half his time at each of his

works, passing between Richmond and Boston twenty-four times a year. After two years Mr. Souther sold out his interest to General Anderson. Later the War of the Rebellion broke out, the Confederate government seized these works (they being the only works in the Confederate states) and made cannon, shot and shell and locomotives, employing three thousand men,

All the capital put in the Boston works was, from the start put in by Mr. Souther from his earnings as employee while at the Cuban foundry and the Hinckley works, with the exception of \$500, put in by Mr. Lyman, his bookkeeper, for a consideration, which amount he drew out in six months. Mr. Souther retained the whole interest for ten years. Then after returning from the Richmond works he had the Globe Works Company incorporated by a special act of the legislature, and three of his leading employees took a tenth of his stock, and when the government contracts were finished, he bought back the stock and again became sole owner.

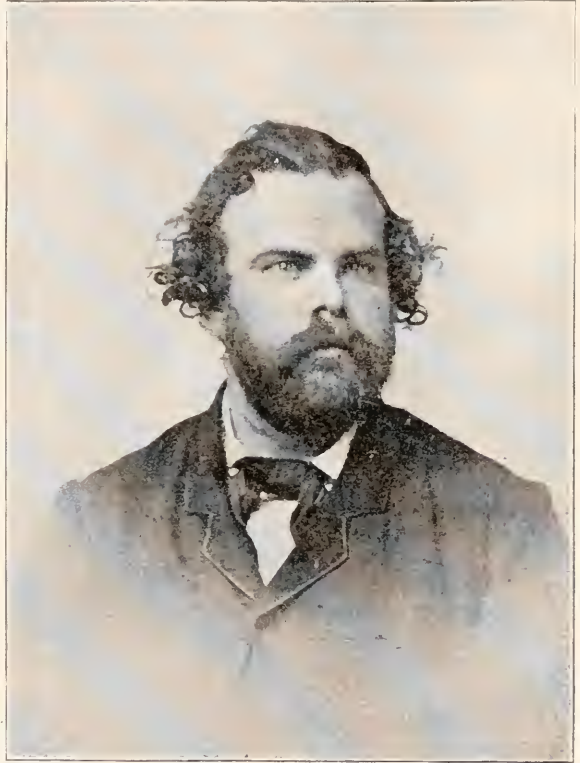
To show the brevity of life of the pioneer iron works in South Boston and their operatives, one need only to look to South Boston, where, on Foundry street, five manufactories have all been swept away by railroad improvements. The Hinckley Locomotive Works at the South End, has gone and has given place to the new Electric Light and Power Company's plant. Of the three hundred employed at the Hinckley works when Mr. Souther left, there are but two now living besides himself, and they are Mr. John Daniels, who was foreman for fifty years of erecting engines and went out with the first locomotive, and Mr. George Bird of East Boston. And of their employees that went to Richmond from South Boston, to start the locomotive works, there are only two left, Mr. George Miller, who was foreman of the iron finishing, and Mr. Richard Hewins, foreman of the brass finishing.

Mr. Souther's capacity for business has never been equaled by any Boston manufacturer; and now, long past the octogenarian mark, he is still active.

THE LATE DAVID HALE.

In sketching the life of the late David Hale, it is not necessary to dwell at length on a number of facts. The events of this old South Bostonian are few, but they cover an honorable period of a little over sixty-six years. David Hale was born in South Boston, at 391 Broadway, October 21, 1833, and was the son of Aaron and Mary Ann (Dean) Hale. From the father he inherited his inventive genius, and from his mother the sterling qualities of business ability and broad comprehensive ideas. Mr. Hale was well known as a rubber manufacturer and was the son of a manufacturer of that line of goods. Way back in the "fifties" Aaron Hale engaged in the rubber business in this district. He had four sons, three of whom went into the business of the father, Alfred dying some twenty years ago and George two years ago. After the decease of the sons the business was still continued under the firm name of Alfred Hale & Co. David Hale lived simply, dealt justly, had moderate business ambition, and left a comfortable fortune. He entered the business when but eighteen years of age, and acquired a thorough knowledge of the rubber business. Besides this he manufactured diving armor, on which he made a world-wide reputation. His factory was in this district and his store on School street. With this he was content and was never tempted to branch out in the manner followed by younger concerns. He was a frank, hearty, kindly gentleman, with strong likes and dislikes. He was a firm believer in the old-fashioned, uncompromising honesty, and, while having little to say

about trade in general, he was a keen observer and kept well in touch with the market. Some two months prior to his death, January 11, 1900, he was taken ill with dropsy. He appeared to be getting better when stricken with paralysis of the brain from which he never recovered. He made his home in South Boston with his two sisters who now survive him. Mr. Hale was a popular man in his line



THE LATE DAVID HALE.

of business, and after his decease, a meeting of the representative rubber concerns was held in this city and resolutions on his death immediately passed. Mr. Hale was active in the affairs of South Boston. He was at home with his fellow-members of the Old Hawes School Boys' Association and took a deep interest in the affairs of the South Boston Citizens' Association. He was also a member of the Boston Yacht Club. One of

the pioneers in the rubber business, Mr. Hale lived to see wonderful improvements take place, in which he himself, took no small part. He was loved by all and his demise cast a gloom over the entire district.



THE LATE BENJAMIN DEAN.

THE LATE DAVID CLAPP.

This well-remembered deceased resident of South Boston, was born February 6, 1806, in the house on Stoughton street, Dorchester, built by his father in 1790. His father at the age of eighteen, was engaged with the grandfather of the subject of this sketch in throwing up the fortifications on Dorchester Heights, in March, 1776, and was also his father's substitute in the Dorchester company which took part in the Revolution. David Clapp attended school in Dorchester, and resided there until about 1840, when he removed with his family to South

Boston and lived nearly all the rest of his life at the corner of F and Gold streets. His death occurred May 10, 1893, at the ripe old age of eighty-seven. He was chosen warden of St. Matthew's church in 1846, and annually reelected to that

office, closely identifying himself with that church and its affairs, during the remainder of his eventful life. With others he was one of the most instrumental in the erection of the present handsome edifice now occupied; the original building on Broadway below E street, being abandoned for the new one in the fall of 1860. During the later years of his life, Mr. Clapp wrote various articles for publication in the local church paper on the "Early Days of St. Matthew's." Although he never sought nor held public office, he was deeply interested in all matters affecting the welfare of the district. He will be remembered as a particularly active member of St. Matthew's parish, to which he devoted many years of his life. From 1839, he was a member of the Massachusetts Charitable Mechanics Association and from 1860 of the New Eng-

land Historic Genealogical Society, in which he took a deep and sympathetic interest. He was also a member of the Old School Boys of Boston. In business he was a printer, commencing to learn his trade in the office of John Cotton in 1822. Later, engaging in business for himself he continued uninterruptedly until 1892, when he retired from active business on account of failing strength.

Although his life could not be called a public one, he was regarded with the deepest respect and love by the many who were brought under his influence, and who labored with him in the church.

His mind was remarkably well-balanced, and his judgment, such as to inspire the confidence of all those with whom he was connected. His death, even at his advanced age, was felt to be a loss to the church and to the community.

FRANCIS E. BLAKE.

Francis E. Blake is a descendant of the eighth generation from William Blake, one of the early settlers of Dorchester, and one who in 1637 shared in the division of lands at the Neck. The second house on the peninsula was built and occupied about 1681 by Deacon James Blake, grandson of the first settler, and succeeding generations, until within a comparatively short period, have resided upon the old homestead lands. At least six generations of this family have been closely related to the interests of the Neck and of South Boston, and at one time more than one eighth of the whole territory was held in this family. Mr. Blake, a son of Pynson and Sarah (Dana) Blake, was born in Princeton, Mass., but moved to South Boston when quite young. He attended the public schools, and with his twin brother, now Rev. Frederick D. Blake, graduated in 1852 from the Hawes grammar school. He married Elizabeth C. Richardson, daughter of John D. Richardson, a prominent and highly esteemed resident of South Boston.

Mr. Blake was closely identified with the South Baptist church, holding many responsible positions, retaining his connection with the church for forty-six years.

He has made exhaustive researches in relation to the grants of land on the Neck, has published many historical

notes in the local papers, and lately has issued a pamphlet giving an account of the British raid on Dorchester Neck in 1776 with important and interesting facts relating to the first settlers. The map in this publication showing the location of the dwellings in the first part of the last century, was prepared by him. In a genealogical publication relating to one branch of the family, he has given many facts about his ancestors who resided here.



FRANCIS E. BLAKE.

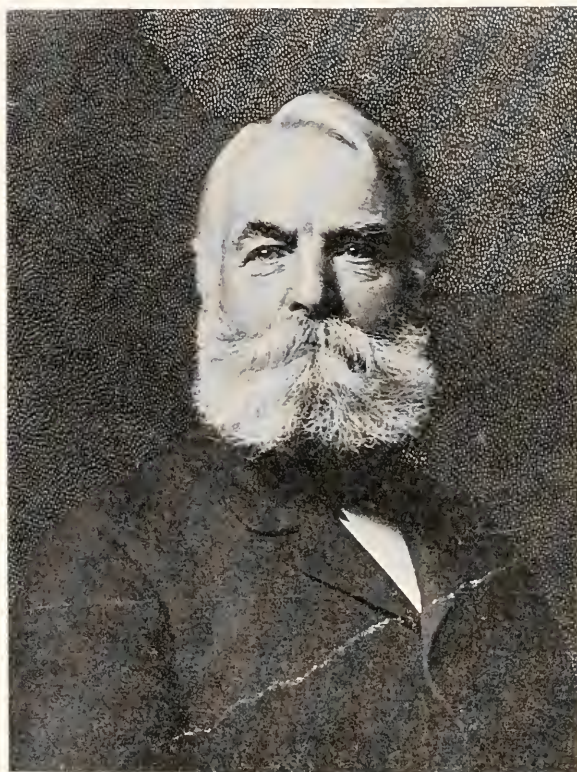
He prepared and published in 1899 a history of the South Baptist church, and during the last twenty-five years has contributed many articles to historical and genealogical magazines.

In 1856, being obliged on account of ill health to suspend his studies at the Boston Latin school, Mr. Blake, as a boy entered the employ of George W. Wheelwright, a paper manufacturer and

dealer, and until the present has retained his connection with that business, being now the treasurer of the Geo. W. Wheelwright Paper Company. He is identified with many philanthropic and religious enterprises, and is prominent in various societies connected with the Baptist denomination. He now resides in the city proper.

GEORGE W. ARMSTRONG.

The life of George W. Armstrong occupies a brilliant spot in the history of



Geo. W. Armstrong

South Boston. He comes from sturdy ancestry that inhabited the lowlands of Scotland in the earlier centuries; a body of men who, as a clan, made history and

showed great power. This worthy descendant of distinguished ancestors has sustained the reputation of his forefathers, and has fought the battle of life in a manner reflecting much sunshine on his fellowmen. In 1898, he presented the town of Windham, N. H., with the Armstrong Memorial building for the Nesmith library, in memory of his paternal ancestors, descendants of Gilnockie, a famous border chieftain of Canobie, Scotland, who immigrated to this country in the eighteenth century.

Windham, N. H., was the ancestral home of his family from 1722 or before, when his migrating ancestor, Charter Robert Armstrong first landed on American soil. His parents were David Armstrong, who married Mahala Lovering. His father became a resident of Boston in 1825, and died in 1851. The subject of this sketch was born in South Boston, August 11, 1836. He was a scholar of the famous Hawes grammar school.

In 1850, he was thrown on his own resources, and some of the older residents remember him as the penny postman. He afterwards became a newsboy and was employed on the old "South Boston Gazette" and the "Sunday News." He also had charge of filing the papers in the Democratic reading room on Congress Square. This was in 1851. The following year he became a newsboy on the Worcester railroad, and worked from five in the morning until late at night. In 1861 he obtained employment in the Boston station dining room. He after-

wards secured a position as brakeman on the same railroad. Two months later he was made a baggageman, which position he held for one year. In 1870 he

bought the newspaper business and added to it the dining room of the Boston station. In 1865 he bought King's Express, confined to the Boston & Worcester railroad, changing the name to Armstrong's Transfer. In 1872 he organized the Armstrong Transfer Company and became its president. New England has seen its worth. In 1869 he bought the news business of the Fitchburg Railroad, and in 1877 extended it over the entire line, and afterwards over the Eastern and Boston & Albany railroads, securing control in time of the two entire systems, with a few exceptions on the line of the Boston & Maine railroad.

The news departments of the Fitchburg, the restaurant and news business of the Boston Revere Beach and Lynn, and the restaurant business of part of the Old Colony, afterwards united in broadening his territory, which now includes hundreds of miles. He is a member of several associations, including the Bostonian Society, Beacon Society and the Hawes School Boys' Association, of which he is a past president. He is a director of the United States Trust Company.

In claiming as one of its sons this eminent business man and philanthropist, South Boston's product of notable men has been made more notable.

Mr. Armstrong has pleasant recollections of his boyhood days in South Boston. In 1889 he had published a book, entitled the "Hawes School Memorial" which he caused to be distributed gratis among the members of the Hawes School Boys' Association. He has for several years resided in Brookline, and also possesses a magnificent summer place, at Center Harbor, N. H., of about five hundred acres, known as Gilnockie. He was married December 10, 1868, to Miss Louise Marston of Bridgewater, N. H., who died; December 12, 1882, he married Miss Flora E., daughter of Dr. Reuben Green of Boston.



THE LATE ADAM BENT.

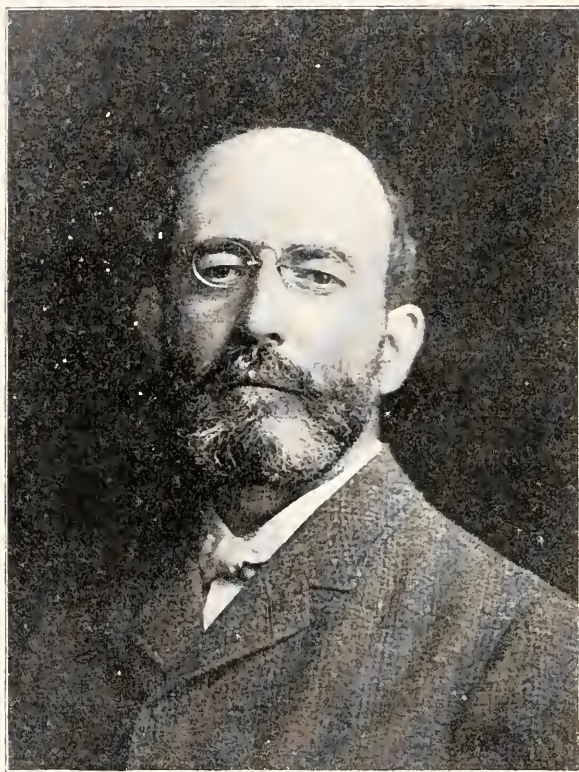
W. E. L. DILLAWAY.

One of the best known of South Boston boys is William Edward Lovell Dillaway, who was born here February 17, 1852. He was educated at the grammar schools of the district and then at the English high school, after leaving which he was placed under private tutors and graduated from the Dane Law School, Harvard University, in 1871, at the age of nineteen, with the degree of LL.B. He studied law with Messrs. A. A. Ranney and Nathan Morse, who, in their day, were two of the leading lawyers of the Boston bar. He was a favorite student with both of these gentlemen who pushed him rapidly in the practice of the law; and while a student with them, beginning when only about eighteen years of age, he began the trial of cases in court alone, or associated with these gentlemen as his seniors. Mr. Dillaway's early career in this regard was unusual and remarkable. He argued his first case before the full bench of the supreme court while yet a

student at the early age of nineteen. As he could not be admitted until he was twenty-one years old, he worked diligently as a student and in the trial of cases, so that when he was admitted to the bar, on his twenty-first birthday, he had had a more active and varied experience than the majority of lawyers in the first ten years of their practice. Mr. Dillaway immediately took high rank as

about a combination of the gas companies of Boston which was remarkable for its scope and completeness. Its securities were all put upon a paying basis, and for some eight years he was the managing director and general counsel of the whole combination. Unfortunate complications arose, not, however, due to Mr. Dillaway's management, and he withdrew from all connection with

the business, retaining however, a large pecuniary interest. He was at the same period counsel for Henry M. Whitney in the consolidation of the street railways of Boston, and it is well known that the present consolidation of these systems was the conception and plan of Mr. Dillaway. While these projects were being carried through, Mr. Dillaway was forced to give up the general practice of his profession, much to his own regret and the regret as well of his friends and associates at the bar. He had accumulated a very large fortune at a very early age, and the care of this and allied interests engrossed his whole attention. He purchased the control of the Mechanics National Bank, the oldest and most prosperous banking institution South Boston ever had, and selected his brother, Charles O. L. Dillaway as its president. Together they manage its affairs.



W. E. L. DILLAWAY.

a jury lawyer and chamber counsel and built up a large and extensive practice. He continued in general practice until about thirty-three years of age, when he was engaged as counsel for the Bay State Gas Company which entered into the gas business of this city. It is needless to refer to Mr. Dillaway's able and successful service for this corporation. He was for many years its brains and master, and, unaided by other counsel, he brought

He took up the subject of pneumatic tubes for carrying mail and parcels underground with greater despatch and built the system that carries the United States mail from the General Post Office to the North Union station. His ability as a business man and lawyer was soon exhibited in this new field, as he brought about a large combination of nearly all the pneumatic tube companies of the country, under the name of the Ameri-

can Pneumatic Service Company, with a capital of ten millions dollars. This corporation is the largest of its kind in the world and has been a dividend earner from the start, and of it Mr. Dillaway is the president. Associated with him as directors are Henry M. Whitney, George W. Armstrong, John Shepard, Oakes Ames, Ubert K. Pettingill and many of Boston's best known business men. He has many large and varied business interests which make him an exceedingly busy man. He is a director in many corporations. Recently he was appointed as one of the trustees of the Robert B. Brigham estate, and with his brother and Sylvester G. Willey they have the management and control of an estate amounting to more than five millions dollars which was left by Mr. Brigham for the establishment of a hospital for incurables in the city of Boston. This is a large and liberal charity which promises to be of great benefit to the poor and sick of Boston, and to the proper establishment of it the trustees will be called upon to devote much time and ability. Mr. Dillaway is a forceful and eloquent speaker, one of Boston's hundred orators, having been selected by the mayor to deliver the Fourth of July oration in 1888. He is the author of many papers and addresses and is the first to be thought of for such work by South Boston people. He is a great student and lover of art and has a large collection of oil paintings, the finest of etchings, bronzes, satsuma ware and the like. He has lived for many years at No. 80 Commonwealth Avenue in Boston and summers at Newport, Rhode Island. He is an enthusiastic lover of South Boston, and his speeches on this subject always arouse his hearers to a lofty feeling of pride and admiration for the old peninsula.

ROBERT PROVAN, M.D.

A well-known member of the medical profession of Boston is Dr. Robert Provan. He was born in New Brunswick, and received his early education at Fredericton in that province. He came to Boston and received his degree of

M.D. at Harvard College. In July, 1860, he came to South Boston to practice medicine and in forty years he has built up a practice, probably as large as any physician in South Boston. In 1892 he moved his family to the city proper, tore down his building on Broadway and erected a business block, now one of the most frequented on that thoroughfare. Two years ago he moved his residence to Coolidge's Corner, Brookline. He has continued practice in South Boston but has an office at Hotel Nottingham. During his long practice he has devoted much time and



ROBERT PROVAN, M.D.

attention to the study of obstetrics, in the skilful treatment of which he has acquired a wide reputation. As a former citizen he has taken his full share in public life. He served in the Common Council of 1865-66, when he was elected as a Republican, gaining over five hundred Democratic votes. He is a member of St. Omer Commandery, Knights Templar and is a thirty-two degree Mason. He is a member of the British Charitable Society and was for three years its president.

Although his residence is removed from South Boston, he still retains an office practice and real estate interests here.

JUDGE JOSEPH D. FALLON.

Hon. Joseph D. Fallon, justice of the South Boston municipal court, has made a national reputation since ascending the bench in the local court. A student of the old school of law, he has served the commonwealth in an upright, fearless manner, winning even the praise of those who have come under his judicial responsibility. He is a native of Ireland,

from Georgetown University, Holy Cross then not being a chartered institution. After leaving college he taught school successively in Woonsocket, R. I., Salem and Boston. While in Salem, he commenced the study of law under the late Judge Perkins, and in 1865 was admitted to the bar. When the South Boston court was established in 1875 he was appointed by Governor Talbot as first special justice; and upon the death of

Judge Burbank in 1893, he was made justice of the court. His career on the bench has been one of success, as during his long and honorable term scores of new laws have had to be interpreted. For nearly twenty years he was a member of the school committee, being first elected in 1864. During this service he was in accord with the broadest men among his associates, supporting all measures intended for the advancement of Boston among the educational cities of the world. He sought additions to the course of training and is in part responsible for the addition of manual training, sewing and kindergarten courses for younger children. Judge Fallon has for several years been one of the examiners for the State Civil Service Commission. Since 1887, he has been vice-president of the Union Savings Bank and its counsel for some

years. In politics he is a Democrat. He was married, August 9, 1872 to Miss Sarah E. Daley. They have four children: Euphemia M., Catherine M., Josephine S. and Joseph D. Fallon. Since assuming law practice in Boston, Judge Fallon has entered upon a lucrative practice, and as executor and trustee has undertaken the care of numerous important interests. For many years he has been the legal adviser of clergy-



JUDGE JOSEPH D. FALLON.

born in the village of Doniry, County Galway, December 25, 1837, the son of Daniel and Julia (Coen) Fallon. He was reared on a farm and attended the national and private schools of his neighborhood. At the age of fourteen, he came to this country and shortly after his arrival in 1852, entered the college of the Holy Cross, Worcester. He graduated with distinction in 1858, and soon after received his degree of A.B.

men and corporations in various parts of the commonwealth. He is one of the most devoted of South Boston's public men, and time and again his voice has been raised in the interest of South Boston. He is charitable in the extreme and has exercised this function many times during his judicial career. He resides in one of the handsomest of South Boston residences.

HON. JOSIAH S. DEAN.

Josiah Stevens Dean, associate justice of the South Boston Municipal Court, was born in Boston, May 11, 1860. His father was the late Benjamin Dean, who represented the district of which South Boston was a part, in the Forty-fifth Congress. Mr. Dean was educated in the Boston public schools, and at the Massachusetts Institute of Technology. His legal studies were pursued at the Harvard Law School, the Boston University Law School, and in his father's office. He was admitted to the bar in 1885. Mr. Dean has been prominently identified with Democratic politics. In 1891 and the following year he was a member of the common council from Ward 14. In 1893, Mr. Dean was nominated by the Democratic party for register of probate and insolvency for Suffolk County. He carried Boston, but was defeated by the votes of Chelsea, Revere and Winthrop. This was the first time a new candidate had gone out of Boston with a majority of votes over the incumbent of the office, and was considered a remarkable political victory. He was a member of the board of aldermen in 1897. In 1893 Mr. Dean was honored with the appointment as associate justice of the South Boston

Municipal Court, by Governor William E. Russell, which office he continues to fill, with credit to himself and to the district. He is one of the incorporators of the South Boston Savings Bank, is secretary of the Federal Trust Company, and a public administrator for the County of Suffolk. He is a member of the Union Club, the Boston Athletic Association, the Boston Bicycle Club, a director in the Annisquam Yacht Club, and has a summer cottage at Annisquam. Judge Dean was married August 2, 1888, at Bradford, England, to Miss May Lilian Smith, daughter of the late Professor



HON. JOSIAH S. DEAN.

Walter Smith, a former director of drawing in the Boston public schools. They have four children: Benjamin, born September 2, 1890; Kemerton, born August 29, 1894; Russell, born June 8, 1896; Sidney S., born August 4, 1899.

HENRY J. BOWEN.

Henry James Bowen, elder son of



HENRY J. BOWEN.

Hosea Ballou and Mary Dana Bowen, was born in Charlestown, September 11, 1853. Seven or more of his maternal ancestors came to this country in the Mayflower in 1620, among whom were Elder Brewster, John Alden and Richard Warren. His paternal ancestor came from Wales, landing at Rehoboth in 1640, and becoming one of the settlers of the town of Swansea, Mass., so named from the native place of the emigrants in Wales. He is the grandson of Henry Bowen, publisher of the first Universalist magazine ever issued, and the grand-nephew of Abel Bowen, the well-known engraver, and publisher of "Bowen's Picture of Boston" in 1829. When he was about a year old his parents removed with him from Charlestown to South Boston, where he has ever since resided. Mr. Bowen graduated and took a Franklin medal at the Lincoln grammar school at the age of twelve, and entered the English high school. While there, at

the head of the graduating class at the age of fifteen, he received an offer of a position in a wholesale lumber house on State street which he accepted. He remained in the lumber business for ten years filling various responsible positions and then took charge of the books of a wholesale grain and commission house. He was admitted to the Boston Chamber of Commerce of which he is still a member. Upon the death of his father in 1882, he succeeded to the latter's real estate and insurance business in South Boston and greatly increased it. He is a large owner of real estate in that section and has charge of many properties for clients. He is trustee for a number of large estates and is regarded as authority on all matters pertaining to South Boston real estate. He was for three years a director in the Boston Real Estate Exchange and Auction Board and in the Mattapan Deposit & Trust Com-



RESIDENCE OF HENRY J. BOWEN.

pany, and is now one of the trustees of the South Boston Savings Bank.

Mr. Bowen was married in May, 1880, to Miss Sarah E. Dean, daughter of Henry A. Dean, and has one son, Robert Montgomery Bowen. Mr. Bowen's leisure time is spent in his library which is an extensive one and in horseback riding. He is the possessor of a number of valuable paintings by modern French and Dutch masters, and resides on Broadway in one of South Boston's finest residences.

CHARLES S. JUDKINS.

One of the prominent business men and former residents of South Boston is Charles S. Judkins, who is one of the leading real estate and insurance agents of this city. His office is situated at 599 Broadway; the pressure of business of late years forced him to open another office at 113 Devonshire street, Boston. Mr. Judkins has the care of some of the largest estates in this district and elsewhere, and, has conducted to a successful finish, many of the largest real estate transactions in South Boston and its vicinity. He was born in Fairfield, Maine, in 1850. His first education was received in the district school. This was supplemented by an attendance at the Westbrook Seminary and the Friends' School, Vassalboro, Me., concluding with a course at Eaton's boarding school for boys. Mr. Judkins' tendency for the real estate business came to him in early years, and he has since maintained himself in that line with marked success. He commenced business in South Boston in 1872, when he took up his residence. He has handled and cut up the largest estates in South Boston. His thorough knowledge of land and building values has placed him in a prominent position in the real estate world, and he is to-day considered an expert and one of the best judges of real estate in Boston. He has built a large number of houses and has done a great deal towards the development of South Boston, in whose growth and advancement he has always been preëminently in-

terested. Mr. Judkins was in the conferences which led up to the confirmation of equipping Boston with the elevated railway system, and was associated with the Ames-Shepard elevated railway project which will increase Boston's rapid transit. Mr. Judkins has been associated with the Mattapan Deposit & Trust Company since 1890 being one of its

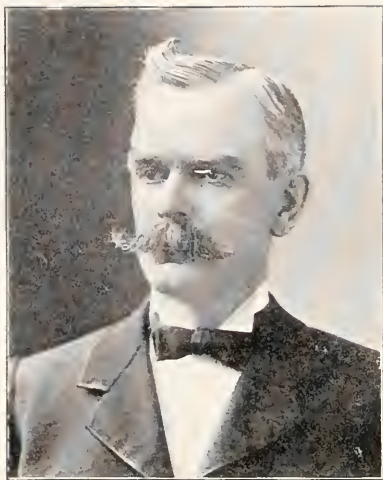


CHARLES S. JUDKINS.

incorporators; and has been one of its directors since that time. He is a member of Rabboni Lodge, F. & A. M., and the South Boston Citizens' Association. In the latter organization he has always been at the service of the district, and his particularly able advice has been of much assistance on many important committees sent out by that body in the interest of South Boston.

SAMUEL W. JOHNSON.

One of the most progressive of South Boston's citizens is Samuel W. Johnson, the well-known real estate dealer and builder. He was born in Onslow, N. S., March 8, 1851. His native town was settled from sturdy New England stock, who went from the New England Bay colony about 1760. It was at this time that two hundred Harvard graduates settled in Nova Scotia, before the New England refugees, who failed to sym-



SAMUEL W. JOHNSON.

pathize with either England or the colonists, left New England. The subject of this sketch came from English parentage on the paternal side, and is a descendant of Sir Christopher Wren. He was the tenth child of a large family, eight of whom are still living, and two of whom are clergymen. Mr. Johnson has been engaged in business and a continuous resident of South Boston since 1873. It was in 1881 that he commenced his noted career in the real estate business, during which time he has done more towards improving property in this district than any other man. In 1884 he branched out in the direction of building houses for investment and improvement, and has constructed nearly two hundred houses. He has invariably been successful in all his operations and wherever he has constructed a building he has improved the appear-

ance of the neighborhood and increased the valuation of the property. He has confined his operations entirely to this district and gives regular employment to a large number of men. He has won success at every turn, showing remarkable judgment and foresight. In a little more than a decade of years he has amassed a snug competency, to which he is entitled. He has used all with the fullest degree of fairness, which has won for him the confidence of the public and the friendship of all with whom he comes in contact. Five years ago he bought his present sightly residence on Thomas Park, built by the late Thomas Manning, which gives a commanding view of the harbor and adjacent islands. He is a member of Gate of Temple Lodge, F. & A. M., Bethesda Lodge, I. O. O. F., South Boston Citizens' Association and is a trustee of St. John's M. E. Church. In politics, Mr. Johnson is a Republican and has been honored several times. In 1896 he was tendered the nomination for representative to the legislature and November 19, 1900, he was elected chairman of the Ward 15 Republican Committee. He has always been held in the highest esteem. In 1876, Mr. Johnson was married to Miss Jennie L. Hatch, and as a result of the union, they are blessed with three bright children.



RESIDENCE OF SAMUEL W. JOHNSON.

P. B. CORBETT.

The senior member of the firm of P. B. Corbett & Sons, comprising Peter B., Nicholas D. and Frederick A. Corbett, has been for years one of Boston's most active auctioneers, real estate and general insurance agents, holding also commissions of justice of the peace and notary public. He was born

March 29, 1850, in Castletown, County Kilkenny, Ireland, and is of a family whose ancestry dates back to the Norman conquest of England. He left Ireland with his parents, two brothers and three sisters, July 12, 1864, and landed in

Quebec, residing there until July, 1868, when the family removed to Boston, where with the exception of fifteen months in the west and south, in 1871 and 1872, Mr. Corbett has since resided.



NICHOLAS D. CORBETT. PETER B. CORBETT. FREDERICK A. CORBETT.

His early education was acquired at a private school and the national school of Whitechurch, County Kilkenny. He later took a business course in a Boston Commercial College. He took up the trade of his father that of a general

mason and stone cutter which he followed until 1872, working in various parts of the country, including Quebec, Boston, Chicago, St. Louis, Cincinnati, Dayton, Ohio, and in northeastern Texas. Although this was one of the best paid of the building trades, Mr. Corbett not liking either the work or the roving life it entailed, gave up his trade in 1872 to enter, at less than half the pay to which he had been accustomed, the employ



RESIDENCE OF P. B. CORBETT.

of a Boston publishing house, where he continued until 1886, the last three years being in charge of one of its most important departments at a handsome salary. In the latter year he determined to enter business on his own account and his tastes, training and natural ability leading him into the real estate business, he opened an office in South Boston, and has since continued in this business, being at the present time one of the best-known real estate men in the state. he also represents several of the largest American and foreign insurance companies.

In 1892 he purchased the property at 321 to 325 Broadway, and moved his office there. Mr. Corbett began the year 1901 by associating with him in business his two sons, Nicholas Desmond, born in South Boston, August 7, 1875, and Frederick Augustine, born in South Boston, August 27, 1880. Mr. Corbett is a member of South Boston Council, K. of C., of which he was the organizer, Clover Club of Boston, Charitable Irish Society, of Boston, Irish American Historical Society, Mount Washington Lodge A. O. U. W., South Boston Citizens' Association and the North Dorchester Improvement Association. He was married October 22, 1874, to Miss Mary Francis Hurley. They have four children, Nicholas Desmond, Frederick Augustine, Mary Gertrude, and Ernest Brian. His residence is at No. 12 Pleasant street, Dorchester.

THE LATE JOHN H. LOCKE.

Over sixty-four years' residence in this district made John H. Locke one of the best-known citizens of South Boston. He was born August 1, 1835, in Rye, N. H. He attended the Hawes gram-



THE LATE JOHN H. LOCKE.

mar school, but when the districts were changed he went to the old Mather school, where he graduated in 1849, securing a Franklin medal. He then attended the English high school, where he won a Lawrence prize. After two years at the high school ill health compelled him to abandon his studies, and he entered the employ of Jewett, Tibbetts & Co., then on Milk street. The firm was afterward changed to Tibbetts, Baldwin & Davis, and the business removed to Summer street. It was on the premises of this concern that the great Boston fire of 1872 started. In May, 1873, he entered the Central National Bank, where he held the responsible position of head book-keeper for twenty-eight years, or up to the time of his death. He was a life member of Adelphi Lodge, F. & A. M., of which he was secretary from 1871 to 1873 and from 1875 to 1877. He was

a member of Bethesda Lodge I. O. O. F., for forty-one years, and a member of its board of trustees for twenty-eight years. He was for twenty-five years a member of the Grand Lodge, I. O. O. F. He was honored with public office, serving in the common council in 1871-72, and again in 1879. During his last year he was chairman of the Finance Committee. In 1876 he was a member of the Boston School Board. He was also a member of and a former vice-president of the South Boston Citizens' Association. For upward of thirty-three years he lived on Seventh street, where he suddenly died of pneumonia December 8, 1900. He was united in marriage to Miss Emma Jane Johnson of Boston, who, with four children, survive him.

CAPT. ELIJAH J. GOODWIN.

A venerable citizen of South Boston and one who has always done his duty as a private citizen and a public servant, is ex-police captain Elijah J. Goodwin. He was born at Vineyard Haven, Mass., January 19, 1820. At the age of ten years his parents removed to Scituate, where he attended school until fourteen years of age. He then entered the store of Jenkins & Webb where he remained for five years. Being possessed of a desire to go to sea, and having made two trips in a fishing schooner, he started for Boston and shipped on the Arab, a vessel of six hundred tons, then the largest vessel sailing out of Boston. The ship sailed for Mobile to load with cotton for Liverpool, with a mixed crew of eight nationalities. The crew soon became mutinous. On June 17, the ship took fire and was burned to the water's edge. The crew was saved and returned to Mobile on a steam transport. Young



CAPTAIN ELIJAH J. GOODWIN.

Goodwin came to South Boston, August 5, 1839, to learn the trade of a ship joiner. March 1, 1841, he joined the fire department and became a member of old Mazeppa Company 17. Later he was made clerk, assistant foreman and foreman. Although he resigned from the department in 1854 on account of ill health, in 1857 he again joined the department as a member of S. R. Spinney Company 2. He continued a member of the fire department after the introduction of steam fire engines. He remained with Engine 2 until he resigned in March, 1861, and joined the police department. He was first detailed to Station 5 as a patrolman. April 1, 1863, he was promoted to lieutenant and assigned to harbor police, Station 8, but in August, 1869, at his own request he was transferred to Station 10, where he remained until made captain, May 12, 1894,

and assigned to Station 12. He remained captain of the City Point station for nineteen years, during which time no one had occasion to bring charges against him. When retired by law he was presented with a handsome plush chair and resolutions signed by the superintendent, deputy superintendent and captains of the police department as follows: "Resolved, that we, the superintendent, deputy superintendent, chief inspector and captains of the police department in the city of Boston, tender to Captain Goodwin our high appreciation of him as a man and as a captain of police, and we wish for him many years of rest and comfort." Since retirement, according to the rules of the police department he has retired to private life. He is a resident of K street and has occupied his present home since 1851, this being the second house he has built on K street. He is a member of the Boston Police Relief Association and the South Boston Citizens' Association. He comes from good New England stock and cherishes with pride a grandfather's clock that has been an heirloom in the family for one hundred and fifty years. He was married March 1, 1849, to Miss Emeline Simpson, who died July 30, 1893. He has two children, Mrs. M. L. Pierce of South Boston and Frank S. Goodwin, now living in Dorchester.

HENRY C. BIRD.

A highly esteemed resident of South Boston is Deacon Henry C. Bird, who has been identified with this district nearly all his life. He dates his ancestry back to the early settlers of Dorchester. He is a son of the late Matthew Bird. When four years of age his parents re-



HENRY C. BIRD.

moved to this district, and young Bird attended the Hawes grammar school. When twelve years of age he graduated.

His first experience in mercantile life was as a boy in Leonard's auction store on Tremont row, and he was afterwards employed by Joseph Leonard, Bromfield street. It was in 1869, that he engaged in business for himself as a member of the firm afterwards known as Leonard, Bird & Co., who then conducted a business on Tremont street, the firm later changed to Henry C. Bird & Co. Five years ago the concern was incorporated under the name of Lewis J. Bird & Company, and is to-day the largest of its kind in this city, doing a big auctioneering business on Bromfield street. Mr. Bird is known over Boston and vicinity for his honest, upright dealings. He has won scores of friends by his conscientious methods. He has for many years been

an influential member of Phillips Congregational church. His brother members of this well-known congregation prize his services highly and for years have selected him as one of their deacons; and he is now senior deacon. Other than this he has been trusted for years as the treasurer of the Phillips Church Society, a position he has filled with credit to himself and to the prosperous parish. He is a member of the Hawes School Boys' Association, the South Boston Citizens' Association, Knights of Honor, and was formerly a member of the Ancient and Honorable Artillery Company. In all of these bodies he has been an active member, always looking forward to the social and financial condition of each. Anything pertaining to the welfare, improvement and success of South Boston has always met with his most hearty approval. This is but natural as he comes from a stock that has always held Boston in the highest esteem and who settled in that part of Dorchester, which is now known as South Boston. His record is without a blemish and by the people of this locality, he is esteemed as one of its leading residents.

GEORGE B. JAMES.

George B. James was born on Dorchester street, South Boston, July 5, 1837, and lived in this section upwards of thirty years, then moving to Dorchester. His father was Benjamin James and his mother, Sarah Ann Kent, was born in South Boston. His mother graduated at the Hawes school in 1825, taking a city medal at the time, while her son, George B. James, took a Franklin medal at the same Hawes school in 1850, afterwards graduating from the English high school in 1853. His ancestors were of Pilgrim



GEORGE B. JAMES.

origin, he being the seventh generation from Peregrine White, the first white child born in Plymouth Colony, Massachusetts.

He entered the lumber business as a clerk at the age of sixteen and has continued in the selling and manufacture of lumber and mainly in the ownership of forests, continuously, since 1853. He gave up the manufacture of lumber, devoting himself to the development and ownership of forests in New England, Canada and New Brunswick, devoting special attention to New Hampshire forests since 1875, and is at the present time the largest owner of spruce forests in the White Mountain section of New Hampshire, being a practical expert in forestry matters.

In 1875 and during subsequent years, he became the publisher and editor of "The American Cultivator," the oldest agricultural paper in America. "The American Horse Breeder," the most

prominent trotting horse paper in America. "The Massachusetts Ploughman," the third oldest agricultural paper in America.

He also originated and founded "The Boston Budget," now conducted by his son, William Grant James, "The Manufacturers' Gazette" and "The Household Companion."

While conducting these several jour-

School Boys' Association. He was the fifth president of the Hawes Association and has maintained a lively interest in the organization and in its successes.

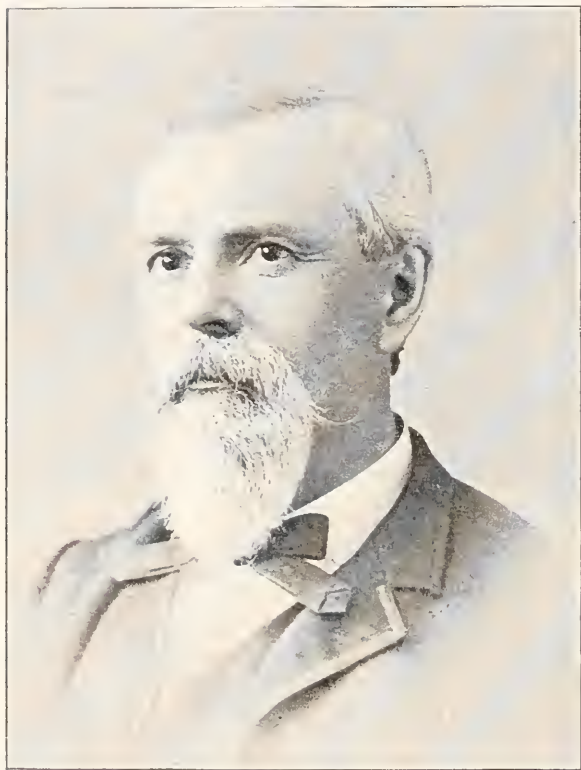
He is a director and member of the executive committee of the East Boston Company of this city; chairman of the trustees of the Boylston Street Land Company, Back Bay Fens, Boston; chairman of Board of Trustees of the Wollaston Land Company, of Quincy; trustee of the Ten Associates Land Company of Norfolk Downs, Quincy; Director of the Everhart Coal Company, Wilkes Barre, Pa; Also member of various other minor societies and corporations.

In 1863 he married Miss Adelaide Grant Washburn of Gardiner, Maine, and four children are the result of the union, — George B., Jr., William Grant, Robert Kent and Adelaide Washburn.

ROBERT F. MEANS.

The subject of this sketch was born in the old Fort Hill district, August 22, 1838. At the age of five years he came to South Boston and attended the old Hawes grammar school and is to-day one of the most active members of that association. He is a thirty-second degree Mason and a member of St. Paul's Lodge and DeMolay Commandery, Knights Templar. He is also affiliated with the

South Boston Citizens' Association, of which organization he was president for several years; the Massachusetts Charitable Mechanics Association, the American Chemical Society and other bodies. In politics Mr. Means is a Republican. He has served on the local Republican committees, and was vice-president of the Republican City committee for three years and a member of the Massachusetts State committee for two years. He also



ROBERT F. MEANS.

nals he has never ceased to devote the most of his time to forestry matters, especially to the forest-lands of New Hampshire; and is a recognized authority on all such matters.

He is a member of the Boston Chamber of Commerce; of the Boston Art Club; American Forestry Association, Washington; Appalachian Mountain Club of Boston; Boston Real Estate Exchange; Old Bostonian Society; Old Hawes

served Ward 14 for two years in the legislature, during which time he took a prominent part in its deliberations and has the honor of being the first representative to introduce a measure requiring electric wires to be placed underground. He was a member of the Mattapan Literary Association and one of a committee which succeeded in having a branch of the public library established in South Boston. As president of the South Boston Citizens' Association he contributed largely to the movement for a high school in South Boston. As the friend and associate of the late Albert F. Lauten, Mr. Means was a valuable assistant in securing Marine Park for this section. As an old and experienced chemist and inspector, his ability and acquirement have gained for him the confidence of the most prominent oil men in the country. He has given much time to the study of petroleum oils and the results of his labor in that direction are highly commended by physicians.

The Means brothers are descended, on the father's side from Robert Means, a leader of the Scotch-Irish immigrants of 1718, who introduced the linen spinning wheel and potato. On their mother's side, they are descendants of Jeremy Houchin, deputy to the General Court; also one of the earliest selectmen of Boston, and of Rev. James Allen, pastor of the First Church, who "owned a far larger part of the territory of Boston than was ever owned by any individual, unless perhaps we except one William Blackstone." They were also descended from Francis Wells, Esq., an old-time merchant and distiller, who came to Boston in 1723 in his own ship, "Ye Hampstead Galley," from London, and resided on Bowdoin square and Green street, in early days

called "Wells Corner." Francis Wells' daughter, Elizabeth, was the wife of Samuel Adams, the patriot, and it is probable the long-lost burial place of Samuel Adams may be found to be in the Allen-Wells tomb of the Granary burial ground. Their great-grandfather, Captain Edward Rumney, previous to the evacuation of Boston by the British, helped fortify Dorchester Heights, pre-



JOHN H. MEANS.

paring heavy barrels of rocks, etc., to roll down upon the British in case of attack. Their mother was Sophia Rumney Wells. Their great-grandmother was a sister of Governor William Eustis and the great-granddaughter of Nathaniel Hancock, who, Page's "History of Cambridge" says, was grandfather of John Hancock, the signer of the Declaration of Independence. Whether Hancock was a relative or not both Adams and Hancock were

staunch friends of the Wells family, one of whom, Elton Wells, in Savannah, Ga., originated with a cargo of sugar what Adams in Boston originated with a cargo of tea. The "Sugar Party" in Georgia was as similar to the "Tea Party" of Boston as the resolutions endorsing the action of the Continental Congress by the Georgia county deputies, of whom Elton Wells was one, were to the resolutions of Samuel Adams in the Massachusetts Legislature of 1765 and 1769, defining the common right of Englishmen.

JOHN H. MEANS.

This well-known citizen was born in South Boston in 1844 and received his education in the Old Hawes grammar school. He is the senior member of the firm of Means & Thacher, paint manufacturers, 6 and 8 Custom House street, Boston. He is thirty-second degree Mason and has been a member of the following Masonic bodies for more than thirty years:—St. Paul's Lodge, St. Mathews Royal Arch Chapter of South Boston; DeMolay Commandery, Knights Templars, and the Massachusetts Consistory. He has for several years been a member of the South Boston Citizens' Association and now serves as president for 1901. No little of its present large membership and influence in local matters have been due to his personal exertions. As representative of this association during the six days' yachting carnival in South Boston in July, 1900, by his suggestion and efforts, he obtained, with the assistance of the local congressman, the loan of a large searchlight from the United States government which was operated from the South Boston Yacht Club to show to advantage the large fleet of yachts and decorations at City Point. Mr. Means has always been active in the Republican party, is a man of rare political ability and has successfully managed several local campaigns against great odds. He did successful work in the interest of Hon. John L. Bates in his campaign for lieutenant-governor in 1899, represented South Boston in the Republican State committee of 1900 and was unanimously

reelected for 1901. He was active in the formation of the South Boston Republican Club, the securing of its beautiful club house, and is at present the chairman of its executive committee. He is also an active member of the Old Hawes School Boys' Association. Mr. Means' picture may be seen in the public library of this district as one of the six survivors of the Mattapan Literary Association, which organization gave several thousand books to the city to found the branch library here.

JAMES H. STARK.

This former resident was born in England, July 6, 1847, his father bringing him to this district in 1856. He attended the Hawes, Lincoln and Latin schools. Learning the electrotypers' trade, at twenty-three years of age he engaged in business for himself but was burned out in the Boston fire of 1872. The next two years and a half he devoted to yachting, being an enthusiast. In 1874 with William H. Mumler he started the second photo-engraving concern in the United States known as the Photo



JAMES H. STARK.

Electrotype Company disposing of his interest in 1898. He has since devoted his attention to real estate investments. In 1868 Mr. Stark was one of the organizers of the South Boston Yacht Club, and, in 1877, while commodore of the club, he incorporated the same. Three years later he removed to Savin Hill, Dorchester, where he has resided since. Here he organized and incorporated the Savin Hill Yacht Club of which he was commodore for several years. He joined St. Paul's Lodge of Masons in 1868 and incorporated and organized the Dorchester Historical Society in 1891; was president of the British American Association, and vice-president of the British Charitable Society and Victorian Club. He is well-known as a historical writer. Some of his best-known works are "The Antique Views of Boston" "British and Dutch in South Africa" "History and Guide to Bermuda, Jamaica, Trinidad, Bahamas, British Guiana, Barbados and Caribbee Islands." During the past fifteen years he has spent a portion of each winter in the West Indies and South America. He was married at St. Mathews church, December 23, 1876 to Katherine J. Manton of Kingston, Canada.

CHARLES VAN STONE.

One of the best known of South Boston's citizens is Charles Van Stone, superintendent of the Walworth Manufacturing Company's extensive works at City Point. He was born in Devonshire, England, in 1862 and came to Connecticut two years later. He is the son of John Francis Van Stone. His early education was secured in the Bridgeport grammar schools and soon after leaving school he entered the employ of Eaton, Cole & Co., iron founders at Bridgeport. He then came to South Boston and entered the large Walworth plant at City Point taking entire charge of the works in 1893. Mr. Van Stone is a practical mechanic and is always alive to the interests of his employers. His workmanship calls for a display of his natural talents and he has a high regard for the hundreds of employees who come under

his supervision. Mr. Van Stone is a Republican in politics and is held in high esteem by the members of his party. He attends St. John's M. E. church. In social and fraternal circles, Mr. Van Stone holds a high position. He is a member of St. Paul's Lodge F. & A.



CHARLES VAN STONE.

M.; the Odd Fellows of Bridgeport, Conn., Lincoln Lodge 63, Royal Arcanum and the South Boston Citizens' Association. He was married in 1883 to Miss Emma Paul of Bridgeport and they have one child, Edward, as a result of the union.

HOLLIS R. GRAY.

One of South Boston's former prominent citizens is Hollis Randall Gray. He was born in the Town of Westbrook, Maine, December 6, 1836. His father, Samuel Gray, was an old resident of South Boston who had moved to Maine a few years previous but soon after the birth of the subject of this sketch returned to South Boston and resumed his business of brick making, in the location back of the old fort at the foot of what is now Old Harbor street. As a boy, the young Gray attended the South Boston schools, on leaving which he entered the employ of W. P. B. Brooks,

furniture dealer in Boston. Inheriting an inclination for public life he entered the political arena in early years as a staunch Republican, with Josiah Dunham and Albert J. Wright, then leaders in South Boston, of Ward 12. At the age of twenty-one, he was elected clerk of the ward in which capacity he served during the years 1858-59 and 60. In the last year he was elected a member

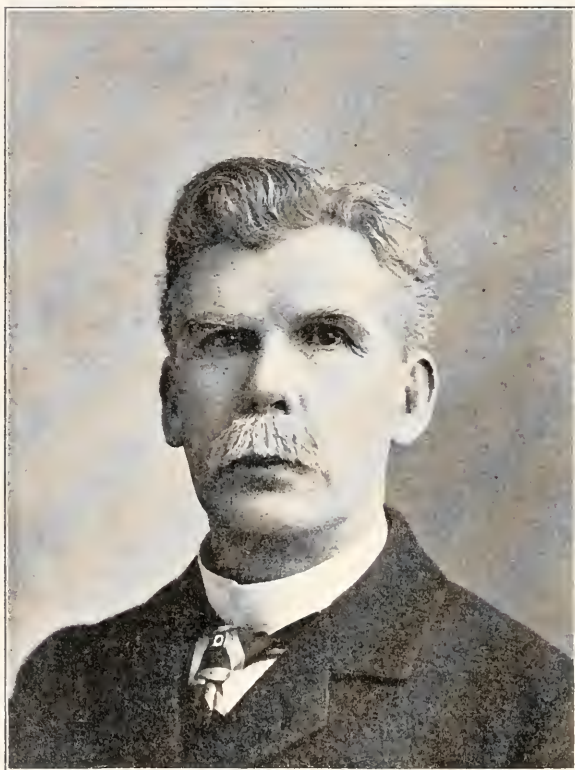
1869 and 1870. He was chosen a member of the Boston water board in 1870 and rendered valuable service in that capacity. In 1880 he became a resident of Malden and at once interested himself with the workings of the town. When Malden became a city he was elected to the common council there in 1885, and to the board of aldermen in 1886-1887 and 1888. While an alderman he was a member

of the commission on the increased supply of water for that city. Although a staunch Republican he has always worked hard for the best interest of the public without regard to party, thereby earning a reputation for courage, fidelity and independence. In business circles Mr. Gray has always been held in the highest esteem. His reputation is not alone confined to the city but has spread to the neighboring cities and towns. Socially he is a prominent figure. He is a prominent Mason, being a past master of St. Paul's Lodge, F. & A. M., where he received his degrees in 1859; Royal Arch Chapter of the Tabernacle and Beausant Commandery, Knights Templar of Malden. Mr. Gray still maintains a deep interest in South Boston and its people and is the possessor of considerable property in this district. He married Miss Mary Stebbins, daughter of the late Dr. John B. Stebbins, in 1859. They have three children, all

of whom are married, namely Effie Stebbins, now Mrs. George B. Lawrence; Mary Ellis, now Mrs. Frederick Davis; and Lillian Richards now Mrs. William H. Foss. Mr. Gray is now attorney for the large Stebbins estate of South Boston.

CHARLES O. L. DILLAWAY.

A striking example of South Boston brain and intelligence is Charles O. L.

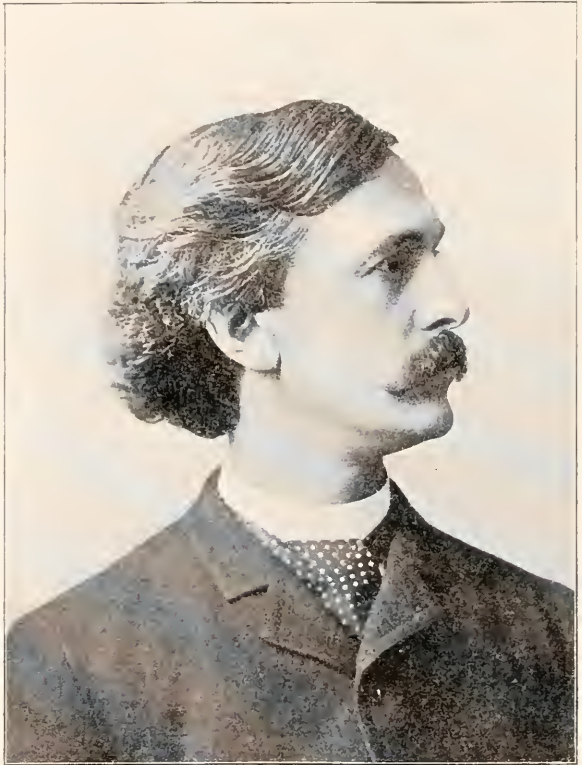


HOLLIS R. GRAY.

of the common council, having as associates Sumner Crosby, Henry Souther and George W. Sprague. He could have been reelected but declined the honor. He then accepted an appointment in the custom house which he resigned in 1867 to establish himself in the furniture and carpet business, which he has ever since carried on with success, at 38 and 40 Washington street. Mr. Gray was again elected to the common council in 1868,

Dillaway, president of the Mechanics National Bank, one of the sterling institutions of Boston. Mr Dillaway, like his brother W. E. L. Dillaway, is a South Boston boy. Born and bred in this district, he accumulated the ideas in the local public schools which have served him in his later days. He is a graduate of that famous school of learning, the Old Hawes grammar school from whence many of Boston's brainiest business men of to-day learned their first lessons. Mr. Dillaway graduated from the Hawes school at the age of twelve years, afterwards he graduated from the English High School, winning the Franklin medal. Being naturally of an ambitious mind he stepped in the direction of the banking business. Like many other bright young men who have made their mark in this world he started at the bottom of the banking ladder. When quite a young man he was made a clerk, but this was only a start. Step by step he advanced in the business, filling every responsible position, until finally he became president of the Mechanics National Bank, located at the corner of Washington and Franklin streets. Keen business methods and lively commercial competition has given this bank one of the best reputations in this city. For seventy years it has weathered the financial storms and through the active business policy of its heads has never been cast upon the shoals of failure in the times of adversity. Since assuming control of the presidency of this bank Mr. Dillaway has made much progress in the affairs of the bank. The accounts have increased daily, some of the best-known houses in Boston being included among its depositors. Much of its success can be attributed to the practical methods of its president.

Mr. Dillaway, is an enthusiast when South Boston is mentioned. Being the place of his birth and early education anything proposed for the advancement of South Boston or its people meets with his hearty approval. He is deeply interested in the working of the Old Hawes School Boys' Association and some of his pleasantest moments are spent in the company of his old school boy chums re-



CHARLES O. L. DILLAWAY.

lating incidents of when they trudged up and down the back stairs or played a practical joke upon the master.

JOSEPH J. WALL.

A man of sterling integrity long identified with the interests of South Boston, both as a business man and resident is the above. Fortunate in the business world, he has also taken a successful

part in public affairs. Until April, 1900, Mr. Wall was engaged in the retail grocery business and enjoyed a large trade, probably the largest in the district. It was at that time that Mr. Wall sold out his store at the corner of M and Sixth streets and bought a half interest in the large wholesale butter and egg business of Benj. H. Goldsmith & Co., a concern well known for its extensive

terested in the welfare of South Boston and has done much to improve it in certain sections. Since coming to South Boston he has become quite heavily interested in real estate and considerable property has been greatly improved under his direction. He has recently become secretary of the Armstrong Manufacturing Company, dealers in druggists' specialties. Mr. Wall is probably

as well known in fraternal circles as any individual in South Boston. He has always occupied a prominent place in local fraternities, most of which have honored him in a signal manner. He is a past grand of Bethesda Lodge; past chief patriarch of Mt. Washington Encampment; and a member of Bernice Rebekah Lodge, I. O. O. F.; past noble commander of Mt. Washington Commandery, United Order Golden Cross; and a member of St. Paul's Lodge, F. & A. M.; St. Mathew's Royal Arch Chapter; St. Omer Commandery, Knights Templar; Royal Society of Good Fellows; United Order Golden Star, and several other organizations. He was a popular member of the Boston Retail Grocers' Association and president and one of the founders of the Hatch Wall Flashing Company. Mr. Wall has always been interested in the welfare of South Boston and this fact is amply demonstrated when is noted

the local organizations with which he is affiliated.

UBERT K. PETTINGILL.

This former resident, who has made a notable success of life, is a lineal descendant of Noah Brooks the noted ship builder of former days, and a son of Ubert L. Pettingill for many years a leading resident of South Boston. His mother was



JOSEPH J. WALL.

operations and reliability and located at 57 Chatham street, Boston. Mr. Wall was born in Dover, Mass, started in business in South Boston in 1885 and has been a resident of South Boston since that time. He is a Republican in politics and for the past five years has been warden of the Republican caucuses held in Ward 14 and has also been honored with the nomination for alderman. Mr. Wall has always been in-

Rachel Kent who was also of an old South Boston family. He was born at Augusta, Me., June 2, 1848 and, coming to this district in 1852, not only spent his boyhood days here but continued his residence in South Boston until 1878. He attended the old Hawes grammar school and later the Lincoln school. His father was the founder of the firm of Pettingill & Co., general newspaper advertising agents now the largest concern in this line in the country; and the subject of this sketch entered his father's office immediately after leaving school in 1865. Beginning at the bottom round of the ladder, upon his father's decease in 1883 he succeeded to the management of the business, and under his careful guidance it has become known and recognized throughout the newspaper world. The concern of which he has ever since been the head, has large offices both in Boston and New York, and some years ago absorbed the S. R. Niles advertising agency, making it the largest in the United States. The agency is also the oldest in the country and has dealings with every important newspaper and magazine published. The agency has among its clients many of the large advertisers of this part of the country, and enormous sums are placed in their hands for advantageous results yearly. The enormity of the business of Pettingill & Co. of the present day is due to the able leadership of its head. Mr. Pettingill is also interested in other important enterprises and institutions. He is a stockholder and one of the directors of the Mechanics National bank; a director of the American Pneumatic Tube Service Company and one of the proprietors of Dr. Greene's Nervura one of the best

known patent medicines of merit of this age. He has also taken an active part in public affairs and was appointed by Mayor Quincy a member of the Board of Pauper Institutions, to succeed Prof. William T. Sedgewick. He is also one of the Commissioners of the Sinking Fund of the City of Boston. His affiliation with South Boston at this writing, although he has pleasant and tender



UBERT K. PETTINGILL.

recollections of the district, comprise his membership with St. Omer Commandery and presidency of the old Hawes School Boys' Association, his term in the latter terminating in April, 1901.

B. F. TOMBS.

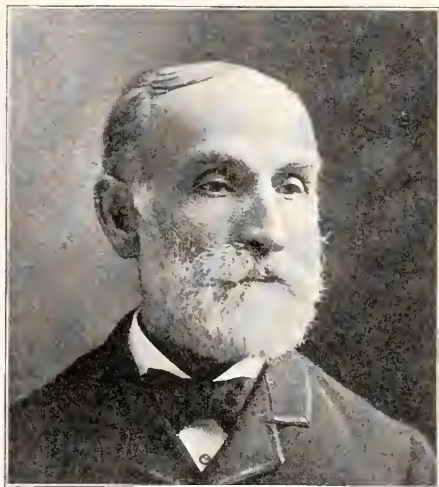
A retired merchant of South Boston, and one who has been an active resident, is B. F. Tombs. He was born in

Salem and came to South Boston from Hopkinton at the age of fourteen years. He is the son of the late Jonathan H. Tombs, who was an active member of the D Street Methodist church and for many years a resident of this district. Mr. B. F. Tombs attended the Hawes school, under Masters Crafts, Harris and Morrill. His father was a well-known grocer, and, after leaving school, the young man entered his employ as a clerk, in his store in the old Adams block, corner A street and Broadway. Six months before the decease of his father, in 1853, he engaged in business for himself at the corner of A and Fourth. George N.

to Miss Lucy A. Goldthwaite of Lynn. No children were born to him. Mr. Tombs, since the decease of Joseph H., in 1870; has cared for his brother's children, two of whom are now married. Mr. Tombs is a charter member of the Women's Suffrage League.

GEORGE N. PARKER.

One of the best known citizens of South Boston is George N. Parker, the faithful probation officer of the South Boston Municipal court. He was born in the town of Jay, Maine, October 4, 1831, where he lived during his minority.



B. F. TOMBS.



GEORGE N. PARKER.

Parker was engaged six months later as a clerk and ten years later was admitted as a partner, thus continuing until the firm retired from business eighteen years ago. In addition to the grocery business Mr. Tombs found time to engage as a silent partner of the real estate firm of Tombs & Flynn, which firm built about one hundred and fifty houses in South Boston. After his retirement from the grocery business he travelled largely through the United States. He is a constant attendant of the St. John's M. E. church. He was twice married; in 1862 to Miss Mary Bradstreet of Beverly, who died three years later, and in 1879

He left home at the age of twenty-one years and in 1852 came to South Boston, where he has resided ever since. He first engaged to work one year in a provision store, after which service he was employed by Benjamin F. Tombs, in the grocery store 112 and 114 Fourth street. Later he was a partner in the firm, being associated with Mr. Tombs in all for a period of twenty-eight years. The firm then disposed of its business and Mr. Parker intended to retire. His ambitions ruled otherwise and, shortly after relinquishing his interest in the grocery business, he received the appointment of probation officer in the, South

Boston court and has held that position for nearly twenty years. The result of his work needs no elaborate eulogy. During his term he has encouraged thousands of men and women to lead better lives and his mission of charity has not been fruitless. There are many indeed who, acting upon the advice of Mr. Parker, are leading sober lives in the bosom of their families. He has been a most active worker with a humane regard for his fellow-man and has taken a deep moral interest in the welfare of South Boston. In 1858 he was married to Miss Mary Araminta Grant of Hermon, Maine, who still lives to bless and make his home happy. Mr. Parker is an interested member of the official board of St. John's M. E. church and its steward for thirty years. He is a member of Bethesda Lodge, No. 30. I. O. O. F.

W. L. MILLER.

The above is well known everywhere as a practical bridge builder and general contractor who has, upon more than one occasion, been confronted with problems that call for the keenest kind of solving. He is a self-made man and during the fifteen years he has been in business, has acquired a reputation in his line of work. During his career in business he has con-

structed the Federal street, L street and Castle Island bridges and the granite sea-wall on Dorchester avenue extension. He has also done important work in dredging and filling Marine Park. Mr. Miller has also done important work in Nova Scotia. He has at times employed as many as four hundred men. Mr. Miller is a product of South Boston and the son of the late William A. Miller, to whose business the younger Miller succeeded. He was educated in the Bigelow and English high schools and then went into the employ of George H. Cavanaugh. He lived in this district until 1899 having up to that time been a resident of South Boston from his birth. He is a trustee of the Massachusetts Charitable Mechanic Association, a thirty-second degree Mason and a member of the Mystic Shrine; Boston Society of Civil Engineers; Boston Trade Club; Old Dorchester Club and the Ancient and Honorable Artillery Company.

SAMUEL H. WISE.

One of South Boston's well-known citizens is Samuel H. Wise. He was born in the South End, in 1846, and attended the Brimmer and English high schools. He removed to South Boston in 1870 and lives at 771 Broadway. He is a de-



W. L. MILLER.



SAMUEL H. WISE.

scendant on the paternal side of Rev. John Wise of Chebacco Point, Ipswich, whose publication of "The Churches Quarrel Espoused" in 1710 was said to be the forerunner of the Declaration of Independence. On the maternal side he comes from Admiral Samuel Hood. He is a member of Zetland Lodge, F. A. M.; also St. Andrew's Royal Arch Chapter; DeMolay Commandery, Knights Templar; Aleppo Temple, Mystic Shrine; Siloam Lodge, I. O. O. F.; Veteran Association of Odd Fellows; Old Dorchester Club; Mattapanock Lodge, Knights of Honor; Universalist Club of Boston; Brimmer School Association; English High School Association; South Boston Citizens' Association; associate member of Dahlgren Post 2, G. A. R., and a member of the corporation of the South Boston Savings Bank. He represented Ward 14 in the common council of 1889-90 and the school committee in 1893-94 and 1895-96. While in the council he was instrumental in carrying out the project for the extension of L street and while on the school committee was an active worker for increasing the salaries of school teachers, and the South Boston schools will be perpetually benefited by the work which he was able to accomplish in diverting a share of the Gibson school fund also the Bowdoin school fund for their use. He is well known in the insurance field, having entered the employ of the Manufacturers' Insurance Company in 1862. In 1884 he retired as secretary, and established what is now a lucrative business at 38 Kilby street, Boston.

HON. PATRICK A. COLLINS.

One of America's best known men, and one who lived among the people of South Boston for years, is Hon. P. A. Collins, who first gained national renown representing South Boston in Congress. He is the son of Bartholomew and Mary (Leahy) Collins and was born near Fermoy, County Cork, Ireland, March 12, 1844. In 1848 his father died and he was brought by his mother to Chelsea, where he received his

early education. In 1857, mother and son removed to northern Ohio where he worked on a farm, in a coal mine and in a machine shop at different times. In the fall of 1859 he returned to Boston and learned the upholstering business with F. M. Holmes & Co., and acted as foreman for that concern. He was later with E. H. Brabrook until



HON. PATRICK A. COLLINS.

October, 1867, when he entered the law office of James H. Keith. He soon after entered Harvard, graduating in 1871. April 15 of the same year he was admitted to the Suffolk Bar; he was admitted to the United States Circuit Court in 1873 and the United States Supreme Court in 1878. In 1893 he formed a co-partnership with Judge John W. Corcoran. In politics he is a Democrat. He served in the lower house in 1868-69 and in the senate in 1870-71, from South Boston; and was a representative from Massachusetts in the Forty-eighth, Forty-ninth and Fiftieth Congresses from the district largely made up of South Boston.

In May, 1893 he was appointed consul-general to London by President Cleveland and he served until May, 1897. He was chairman of the Democratic city committee of Boston in 1874-75 and of the Massachusetts state committee from 1884 to 1890 and presided over several state conventions. He was also delegate-at-large from Massachusetts to the Democratic National conventions of 1876, 1888, 1892 and as permanent chairman, presided over the convention of 1888. For four years he was judge advocate of the First Brigade, M. V. M., and in 1875 he was judge advocate on the staff of Governor Gaston. He is one of the original members of the Boston Bar Association and a member of the National Bar Association. In 1899 he was honored by the Democracy of Boston with the nomination for mayor. He has been a director of the International Trust Company since its establishment in 1880, and is a member of the corporation of the Union Institution for Savings. He is also chairman of the American Board of Trustees for the National Assurance Company of Ireland. He is a member and a former president of the Charitable Irish Society of Boston, the oldest civic organization in continuous existence in this country. He is also a member and one of the founders of the Catholic Union of Boston, and a member of several Boston clubs and of the Manhattan and Democratic clubs of New York. July 1, 1873, Mr. Collins was married to Miss Mary E. Carey of Boston; they have three children: Agnes R., Marie R. and Paul. Mr. Collins's career has been a brilliant one and most of his great honors were won while he resided in this district. In official life as well as in the practice of his profession he has achieved much prominence and distinction.

WILLIAM J. MILLER.

This rising young attorney and member of the Suffolk Bar, was born at the North End, Boston in 1868. He obtained his early education at the Elliot grammar school and subsequently entered Boston College. He commenced busi-

ness life as a journalist, becoming one of the staff of the Boston Herald. Deciding to enter the legal profession he attended the Boston University Law school from which he graduated in 1892. He was admitted to the bar and immediately commenced practice, in which he has continued with more than the success of the average young lawyer. For the past



WILLIAM J. MILLER.

eight years he has been associated with Hon. Henry F. Naphen with whom he has maintained large offices at 42 Court street, Boston. Mr. Miller is not only well-known as an able lawyer but possesses a wide experience in public life. He was elected to the Boston common council from Ward 5, and served with credit during the years 1894, 1895, 1896, 1897. In 1898 he was chosen to represent the same Charlestown ward in the state legislature and was reelected the year following. Both in the city government and the legislature he took an active part in all proceedings, serving on many important committees. During the past year Mr. Miller has taken up his per-

manent residence in South Boston where he has a wide acquaintance and has already proven himself to be an adopted citizen, interested in the locality where he resides.

STEPHEN M. MARSHALL.

One of the younger active members of the Republican party, and who now serves



STEPHEN M. MARSHALL.

the City of Boston as supervisor of bridges, is Stephen Mack Marshall. He has for several years resided in South Boston and is a native of Liverpool, N. S., where he was born January 1, 1866. He is the son of James S. and Augusta (Mack) Marshall. His father was a lawyer, judge of probate and American consular agent, on the paternal side were many clergymen of the Episcopal church. His great-grandfather was an intimate friend of

John Benjamin Wesley, with whose preaching he was so much impressed that he, a clergyman of the established church, embraced the doctrines taught by the founder of the Methodist denomination. His son, also a clergyman of the Wesleyan faith, came to this country to preach and was first located at the Bermuda Islands. His maternal grandfather was a lumber man and an extensive mill

owner. The subject of this sketch was educated in the public schools of his native town and Arcadia College, Wolfville, N. S. In 1881 he came to Boston where he has since lived. He learned a mechanic's trade and early took an active interest in politics. In 1894 he received the Republican nomination for the state legislature in Ward 14. This strongly Democratic ward proved no exception and he was defeated at the subsequent election, although he made a gallant fight. In 1896 he was elected to serve as alternate delegate to the Republican National convention at St. Louis. In 1896, 1897, 1898 he represented Ward 14 on the committee to nominate the Republican candidates for school committee; in 1898 he was secretary of the Tenth Congressional District Republican Committee; in 1899 he was elected a member of the executive committee of the Republican state committee and in 1900 chair-

man of the Republican ward committee of Ward 14, resigning May 1, to accept the appointment of supervisor of bridges for the City of Boston. Mr. Marshall's appointment to his present position by Mayor Hart was a fitting recognition of his work in behalf of the Republican party, in the ranks of which he has been an indefatigable worker and popular young leader. He is a member of several social and political organiza-

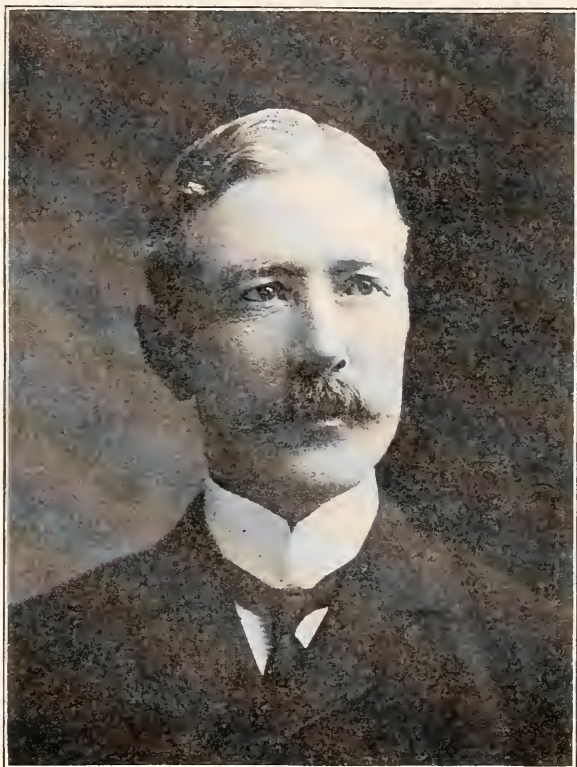
tions among them the Knights of Malta ; United Order of the Golden Cross ; South Boston Citizens' Association and the South Boston Aid Association.

JAMES HILL.

This well-known former resident of South Boston and past eminent commander of St. Omer Commandery, Knights Templar has, by his own efforts attained a prominent position in the business world. He was born in Edinburgh, Scotland, April 15, 1852 ; the son of Francis and Mary Hill. His father was one of the old-time residents of South Boston who was well and favorably known. He was connected with the Bay State Iron Works for years and devoted much of his time to the welfare of South Boston. He was esteemed by all who knew him and was a member of the congregation of the old church on E street. The senior Mr. Hill removed to South Boston from Scotland in 1853 bringing with him, as an infant, the subject of this sketch. When the younger Hill became of the proper age he attended the Lincoln school under Masters Barrett and Morrill. He afterwards finished his education in private study. He commenced his business career early in life and the age of fifteen years found him engaged in commercial life.

He showed a natural aptitude for this line and his first experience was attained in the shirt and collar business which he has followed to the present time. Soon after entering he was placed on the road as a travelling salesman which he has followed successfully for twenty-five years. In this branch of the dry goods business he is now associated with the International Shirt & Collar Company of which he is one of the stockholders.

He has managed the Boston branch of the concern at 41 Kingston street since the business was established here. The concern is one of vast importance, having branches in New York, Chicago, San Francisco, Baltimore, and Philadelphia and factories at Troy and Albany. N. Y. Mr. Hill is well known in fraternal circles where he is a favorite. He is a member of Winslow Lewis lodge F. & A. M., St.



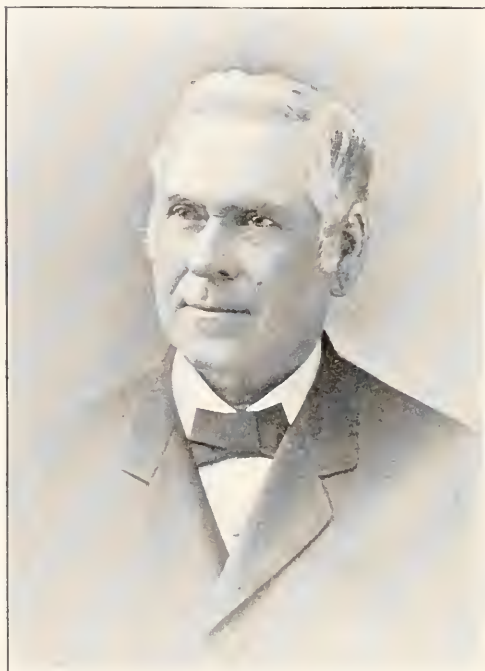
JAMES HILL.

Mathew's Royal Arch chapter, and a past eminent commander of St. Omer Commandery, Knights Templar. Mr. Hill did his share towards promoting the welfare of South Boston. He lived in this district until he was thirty years of age when he removed to the city of Lynn. In this field of residence he has repeated his duty as a citizen and won the hearty esteem of his fellow citizens. He has served the shoe city on its important

school committee and has done much toward improving the excellent school system of that city. What was South Boston's loss was Lynn's gain. Mr. Hill is a hearty worker in municipal affairs and is a firm believer in the improvement of conditions for his fellow-man.

PATRICK LALLY.

This well-known citizen was born in Ireland in 1825. He came to America



PATRICK LALLY.

and has been a resident of South Boston since 1833. At the age of sixteen he secured a position in the Hinckley Locomotive Works. Learning the trade of a blacksmith and beginning at the bottom round of the ladder, he advanced as he became proficient to the highest position in the works in his department. At the end of four years he accepted a position in the works of John Souther, then located in the old sugar refinery building on First street. Two years later, by strict

economy, he was enabled to start in business for himself, and purchased the business of Green & Davis, general blacksmiths and wheelwrights, whose establishment was located at the corner of Dorchester avenue and First street. His natural mechanical ability soon won him recognition and, prior to and during the Civil War, he built many gun carriages for the United States government. These gun carriages required wheels as large as eleven feet and four inches in diameter with measurements of twelve feet inside the tires, the largest truck wheels ever made. He also furnished from his South Boston shop for the government, about the same time, a number of paddle arms for war vessels. Under his careful guidance the business became firmly established, and from the start it saw a steady and healthy growth. In 1871 Mr. Lally erected the five-story building now occupied by the firm of Patrick Lally & Sons, and located at numbers 21 to 25 First street, which he occupied as soon as completed and where he afterwards conducted a general manufacturing business. During the early seventies a number of the hose carriages and other wagons for the Boston fire department and the fire departments of adjoining cities were constructed by him at his factory. He has also fulfilled important contracts for many of the best-known concerns in the country, among them being the Oregon Improvement Company of California, Standard Sugar Refinery, Downer Oil Works, South Boston Iron Company, Norway Iron Works, Ames Plow Company, Boston Elevated Railroad, also many prominent coal concerns, breweries, truckmen and contractors. He has made a specialty of building coal wagons and invented several hoist and chute wagons, now indispensable to the coal trade in and around Boston. The product of the concern, namely: wagons, caravans, etc., is considered equal to any. In July, 1897, this veteran manufacturer retired from active business life and the establishment has since been continued with success by two of his sons

George W and Edward A. Lally, under the firm name of P. Lally & Sons, the young men maintaining the excellent reputation established by the well-known subject of this sketch.

DR. MICHAEL F. GAVIN.

Dr. Michael Freeborn Gavin has a national reputation as one of the leading physicians and surgeons in this country. His high standing in his chosen profession is due to his general aptitude and thorough knowledge of the science of medicine. He is a native of Roscommon, Ireland, was born in May, 1844, and came to this country in 1857, where he was educated in the public schools and under private tutors in this city. Having decided to study medicine, he attended the medical school connected with Harvard University, where he received his degree of M.D. Dr. Gavin then pursued a course of study at the Royal College of Surgeons in Ireland, receiving his diploma in 1866. To become still more proficient in his profession he went to Paris, where he did post-graduate work. He has practiced medicine in this city since 1867 and is known in his profession as most skillful and a high



DR. MICHAEL F. GAVIN.

authority on difficult medical problems. He is a member of the Massachusetts Medical Society and of the Boston Society for Medical Improvement. Dr. Gavin is also associated with other medical societies, including the Boston Society for Medical Observation, the British Medical Association, the American Medical Association and the Royal College of Surgeons, Ireland. For the past twenty years he has been consulting surgeon at St. Elizabeth's Hospital, Boston, and has also been visiting surgeon to the Carney Hospital the same length of time. Since 1886 he has been visiting surgeon to the Boston City Hospital and was professor of clinical surgery at the Boston Polyclinic from 1888 to 1891. With the 57th Regiment, M. V. M., in 1865 he went to the front as assistant surgeon. From 1878 to 1884 he was a trustee of the Boston City Hospital. Dr. Gavin has been a writer of eminence and has contributed many scientific treatises



RESIDENCE OF DR. MICHAEL F. GAVIN.

to magazines and medical papers. To the Dublin medical press in 1866 he contributed a paper on the "Treatment of Burns" and later an able paper on "Comparative Statistics of Suicide," which appeared in "Appleton's Weekly."

He has a wide and extensive practice, and, while not an active member of any local organizations, he is at all times interested in the welfare and advancement of the district. He possesses one of the handsomest residences in Boston and resides on Broadway hill.

In November, 1876, he was married to Ellen Theresa Doherty of New York city. Two children have blessed the union, Basil and Hilda Gavin.

JAMES MILLIGAN.

The subject of this sketch, Mr. James Milligan, recalls a man, who, by his many good works, expressed in charitable ways, endeared himself during his lifetime to a large circle of friends and associates. Mr. Milligan was born in the north of Ireland, of Scotch-Irish parentage, July 20, 1826. He was apprenticed to the trade of a carpenter for seven years, under the care of his father. Anxious to see more of the world, he enlisted in the English service while quite young, and was assigned to the duty of coastguardsman. When twenty-five years of age he came to America, and after spending a year here, he returned to his native land and married Miss Annie Quinn. The couple embarked for Boston after spending a short honeymoon in Ireland. Upon his return Mr. Milligan applied himself zealously to the trade of a carpenter, and rapidly rose in his calling. His ability and experience soon made him a desirable man for contractors. He became foreman of a large concern, and under his care not a few of the largest and best buildings in Boston were constructed. Soon after the civil war, he located in South Boston, and purchased land on Ontario street, where he erected a number of dwellings, and with a desire to advance the interests of the poor, he let these often at a great disadvantage to his



THE LATE JAMES MILLIGAN.

pecuniary prospects. He was in close touch with every household around him, and the hours of illness and sorrow made strong appeals to his ever-generous nature. In 1870, he engaged in the hardware business on Federal street, and carried it on with good success until 1885, when he turned the management of it over to his two sons. The remainder of his days, until his death, in May, 1889, he applied himself to the development of his real estate interests. He was a member of St. Matthew's Episcopal Church, and was a great favorite among his Roman Catholic friends, whom he served in many ways. In social qualities he was genial, kind and tender-hearted. He was true to his word, faithful in his promises, and charitable in his relations to his fellow men. Many a heart felt the loss of such a kind and benevolent neighbor; he left a widow and three children. Thomas (since deceased), William S., and Annie J. Hazlett, wife of Sergeant Hazlett of Boston police force.

THE LATE VINCENT LA FORME.

Vincent La Forme was born in Rheine, Westphalia, Germany, June 25, 1823, and, when ten years old, came with his parents to this country. His father was Anthony La Forme, a descendant of Peter La Forme, of St. Omer, France, an officer in the French army, who, in the year 1833, emigrated to Boston and entered into the manufacture of silverware, continuing until his death in 1846.



THE LATE VINCENT LA FORME.

He was educated in the Boston public schools, and after his graduation, entered his father's business. In 1843 he entered this business for himself at 5 Water street and remained in the location of the Carter building. He retired in 1890, taking with him the reputation of the most expert silversmith in the country. He married Sarah Jane Field of Boston, in 1845, and was the father of nine children, six of whom are now living. Mrs. La Forme was a descendant of John Sealy, of Boston, who, in 1776, left Boston and went to Halifax with the British and settled there, although he had two sons in the Federal army who remained in active service during the war. After the Declaration of Independence, he returned. Mr. La Forme joined the state militia in 1841, and was

an active member, and sergeant until 1848. He was a member of the famous Pulaski Guards of South Boston in 1846, also of the Light Infantry of Boston. In 1858 he joined the Ancient and Honorable Artillery Company, during his thirty-five years' membership he was treasurer and paymaster seventeen consecutive years. He was also an honorary member of the Veteran Apprentices Association. May 6, 1889, he was appointed by Mayor Hart one of the



FRED P. LA FORME

commissioners of public institutions, continuing in office until April 1, 1891, when he resigned. Mr. La Forme first resided in South Boston in 1845, and was one of the leading citizens of the district, up to the time of his decease. He took a great interest in public matters, and in the development and improvements in this section. He was one of the pioneers of the building up of Bay View, where he built three houses, the first in 1853, the second in 1855, and the third in 1860, which are situated on K street, where his children now reside. He was one of those who helped plant the beautiful trees which to-day grace K street. In 1883 he was elected president of the South Boston Citizens' Association, which position he filled for six years. His influence in the organi-

zation did much towards extending the reputation of the association. Mr. LaForme died July 2, 1893, and was buried at Forest Hills cemetery.

FRED. P. LAFORME.

A life-long resident of South Boston and a member of the Old Hawes School Boys' Association is Fred LaForme. He is a son of the late Vincent LaForme, and was born on Bolton near Dorchester street in October, 1847. His father was one of the foremost citizens and one of the most aristocratic residents of the district. The subject of this sketch attended the Hawes grammar school and then went to the English high school from 1862 to 1865. He has lived in the old homestead on K street for forty years. When a boy Mr. LaForme carried newspapers at City Point and can well remember when there were but few houses, widely scattered at the Point, and the historic stockade loomed up in the neighborhood and enclosed the institutions at that place. In business circles he is well-known to the clothing trade, having been identified with that line for many years. He has for twenty-five years been associated with Leopold Morse & Co., and his faithful service has been repaid to the extent that he is to-day one of the leading men of the establishment. He is one of the five brothers and one sister, now living, of nine children. He has for years been a member of the South Boston Citizens' Association, of which organization his father was president for six years. He is affiliated with the Knights of Honor and the City Point Catholic Association.

THE LATE JOSIAH DUNHAM.

Prominent among the earlier residents of South Boston, and one who was to a great degree identified with the interests and history of this section of the city was Josiah Dunham: born March 11, 1775, at New Bedford, Mass. His father was a sea-captain, whose family were among the early settlers of Plymouth and their first records in this country date back to 1635. When a young man

he came to Boston and became employed in the cordage business by a Mr. Richardson, who conducted a rope-walk in the vicinity of what is now Pearl street. When he entered business for himself, his rope-walk was situated near Boylston street. In 1807 Mr. Dunham purchased land on and near what is now B street, South Boston, and built an extensive rope-walk. He also built a fine residence here. He continued in the manufacture of cordage until 1853, and was in every sense a successful business man. Through thrift and enterprise he erected many buildings for residential and business purposes. In 1833 he represented South Boston in the common council, and for the following three years was an efficient member of the board of aldermen. Through his ceaseless efforts he was largely instrumental in the building of the north free bridge, which connected this district with Boston, which resulted in the increase of the values of property here and also the population.

He was a tireless worker for the success of any project which promised to be of benefit to South Boston, and during his terms of office in the city government, Fourth street and Broadway were made suitable for public travel. Mr. Dunham had great influence with his associates in the board of aldermen, and that influence was exerted on many notable instances when South Boston's interests were at stake. On one occasion he took matters into his own hands, placing a large number of men at work ploughing down and grading Fourth street and Broadway. Afterward, showing the needs of the improvements and by his able presentation of his case he succeeded in causing the board of aldermen to approve the bills for the work.

His charities were many and extended throughout his life. In 1823, when the society now known as the Phillips church was formed, he generously erected a hall on Fourth street, for their place of worship, and gave them the use of it with other substantial aid. His energy and perseverance were remarkable, his friendships strong, and his whole life

was marked with great activity and industry. His death occurred April 27, 1857.

THE LATE JOSIAH DUNHAM (JUNIOR).

Few names can be mentioned more intimately connected with the growth of South Boston and more closely identified with many public improvements tending to the prosperity of the place than that of Josiah Dunham (junior). Born in Boston March 8, 1804, he removed to South Boston early in life, with his father, with whom he afterwards engaged in the manufacture of cordage and in the real estate business. His connection with the city government commenced in 1837 when he was elected to the office of councilman, serving again in that capacity in 1849, 1850 and 1851. In 1854 and 1855 he represented South Boston in the board of alderman, was identified with the project resulting in Thomas Park on the heights and planned Mount Washington avenue, introducing the resolves and having them passed by the city government. In 1860 he was a delegate to the National Republican convention at Chicago and he was appointed naval storekeeper, in 1861, holding the office for four years. He was a leading man of this district, active in politics and the recognized head of the Republican party here.

A member of the Masonic fraternity for fifty-two years, he was at the time of his death treasurer of St. Paul's Lodge, which office he had held for more than twenty-eight years. He joined the Ancient and Honorable Artillery Company in 1828, and in 1836 became the captain of the Pulaski Guards, which company he had been instrumental in forming. In 1853 he became a life member of the New England Historic Genealogical Society, was a member of the Bunker Hill Monument Association and other public and social organizations. For a number of years he had been an influential member of St. Matthew's church and under his leadership money was raised for building the present edifice.

He was a man of strong personality, public-spirited, energetic and untiring in his labors for the welfare of South Boston, benevolent and liberal in his benefactions, giving without ostentation. Socially he enjoyed the friendship of a large circle of acquaintances and was a staunch friend and valued citizen. He died April 17, 1877.

THE LATE HENRY A. DRAKE.

The late Henry A. Drake whose memory is perpetuated in the Drake school as well as by his excellent record in public service, was born July 17, 1828 and died April 27, 1868. His private worth was made manifest in purity of character and by his acts of kindness to his fellow-men. His life was one of usefulness and his decease, at the age of thirty-nine years, removed one of the most esteemed men of this part of Boston. He was the son of Jeremy Drake, one of the early citizens of South Boston who was active in the affairs of this district and one of the deacons of Phillips church. Henry A. Drake attended the public schools, and was graduated at the English high school. He, soon after, entered a short but notable business career in the wholesale paper house of Gov. Alexander H. Rice. At the age of twenty-four years he became a member of the banking house of Burnett, Drake & Co., representing the firm in the Boston Stock Exchange, the concern becoming one of the best known banking houses on State street. Of this partnership he was a most useful member, and during the remainder of his life his business aptitude added much to the great measure of success secured by this firm. At twenty-six he was elected a member of the Boston school committee and his long service resulted in the good of education. His first connection with the school board was in 1854 and continued uninterruptedly until 1858. In 1864 he was again re-elected, and served continuously up to the time of his death. The resolutions drawn up by his associates in 1868, when he was removed from their number, were supplemented the year following when the school building

at the corner of C and Third streets was built and named in honor of his long and valued service in the cause of Boston education. His public service was still further extended to the city government when, in 1862-1863 he was a member of the common council, taking an active part in all matters coming before that body, and gaining strong popularity by his loyalty to the interests of this district. At the time of his death he was one of the directors of public institutions, as one of which he was a friend of the unfortunate and suffering. He was one of the founders of the South Boston Savings Bank, and one of its trustees up to the time of his death. He made the first deposit at this bank after its incorporation and his bank book, numbered one, is now in the possession of his family. He was a prominent figure in social life, and was a member of the South Boston Masonic bodies, being at the time of his demise master of Gate of the Temple Lodge, member of St. Matthews Royal Arch Chapter and St. Omer Commandery. A man of attractive personality, his even temperament and genial disposition made him much beloved by those in all walks of life. He was connected with St. Matthews church, energetic and earnest in its work and welfare, and a member of the vestry. His attainments were above the ordinary; he was a man unobtrusive in manner, firm in his attachments, loyal to his friends; and he is remembered as one of the most promising young men then residing in South Boston.

MILTON C. PAIGE.

One of the best-known men of Boston, socially and politically, is the subject of this sketch, who is a native of the old



THE LATE HENRY A. DRAKE.

granite state, and was born in the city of Manchester, December, 8, 1861. Mr. Paige comes from old New Hampshire stock who have resided in that state for several generations, but originally came from Scotland. His father was Orlando Paige, a prominent business man of Manchester and for several years was superintendent for large contractors, and also was engaged in agricultural pursuits and owned an extensive farm. Mr. Paige's mother was Susan Clark, of Manchester, a sister of Colonel Charles R. Clark, a well-known military man of that state. Mr. Paige is the third youngest of a family of nine children and has five brothers, all of whom have been successful business men; Frank I. Paige is an enterprising grocer and provision dealer in Manchester; William H. Paige, a prosperous farmer of North Londonderry, N. H.; Nelson W. Paige a large contractor and builder

in Manchester, who has been actively engaged in political affairs and formerly represented his constituency in the city and state governments; Samuel E. Paige, a well-known local milk dealer; and Lester C. Paige, who has general supervision over Mr. Paige's large stock farm. His sisters are Mrs. C. F. Hall, Mrs. Laura A. Boyce, of Manchester, and Mrs. Walter Plummer, the last of whom is now deceased. When sixteen years of age Mr. Paige came to Boston to learn stationary engineering and secured a position with the Boston Steam Laundry at Jamaica Plain. He made marked progress, and in six months' time was placed in charge of the engine room. He remained there about two years, but owing to ill-health he was advised by a physician to secure outdoor employment. After a short apprenticeship in the milk business, at the age of twenty he embarked in this line for himself. At this time Mr. Paige had no funds at his command; but through his honesty and integrity of purpose he was able to get almost unlimited credit. From this start he has built an extensive business and today is the largest milk dealer in South Boston and one of the largest in the city. Pluck, perseverance and energy have been important factors in his business career. Beside the milk business he has been and is now interested in several other enterprises, both in Boston and in his native city. He is largely interested in real estate, and owns one of the finest stock farms in New Hampshire, surrounding the beautiful sheet of water known as Mosquito Pond, near Manchester and upon this farm his mother and brother now reside. Politically Mr. Paige is one of the most popular men that

ever came before the people for suffrage. What success the Republican party has achieved in this city has been justly attributed in no slight degree to his assiduous and unceasing labors. In 1893 Mr. Paige served as a member of the Ward 14 Republican Committee and since that time he has taken an active interest in all political affairs. He has



MILTON C. PAIGE.

been repeatedly elected to state and city conventions; in 1894 he received the nomination for the state legislature. At the subsequent election he ran much ahead of his ticket and received the largest number of votes ever given to a Republican candidate in his ward. When aldermen were nominated at large, in 1897-98, Mr. Paige was elected, receiving the second highest vote on the ticket. During these contests he led the Democratic candidates in this district.

This was especially noticeable in Ward 13, where he received the largest number of votes ever given to a Republican in this ward. The next year he failed of re-election; at that time there were over forty candidates on the ballot and his name being near the foot of the list he suffered in consequence. In 1898 he was a candidate at the caucuses for Congress in the Tenth Massachusetts district. By a narrow margin he lost the primaries and at the convention Rev. Samuel J. Barrows was nominated after one of the hardest fought battles in the history of the district. May 1, 1900, Mr. Paige was appointed superintendent of public buildings by Mayor Thomas N. Hart, which high position he fills with marked efficiency. On April 26, 1899, he was united in marriage with Miss Emeline Marsters, a talented elocutionist and social leader of Haverhill. Mr. Paige became a member of Gate of the Temple Lodge, F. & A. M., October 26, 1886. He is also a member of St. Matthews Royal Arch Chapter; East Boston Council, Royal Select Masters; St. Omer Commandery; also a thirty-second degree Mason; a member of Aleppo Temple, Mystic Shrine, an old Arabic order; the Old New Hampshire Club; sergeant of the Amoskeag Veterans, one of the oldest and most honored military organizations in the country, organized in honor of General Stark; Derryfield Club, of Manchester; South Boston Yacht Club; Mosquito Fleet Yacht Club; United Order of the Golden Cross; United Order of the Golden Star; Bethesda Lodge of Odd Fellows; Ancient and Honorable Artillery Company; one of the trustees of the Boston Fusiliers; honorary member of the Arion Singing Society; honorary member of Dorchester Driving Club; one of the first members and promoters of the Bay State Driving Club; Boston Press Club; associate member of Dahlgren Post, No. 2, G. A. R.; and a member of Boston Lodge of Elks and South Boston Citizens' Association. He resides at 129 K street, and is one of the most loyal and respected residents of the Peninsula district.

EDWIN R. SPINNEY.

Edwin R. Spinney is the sole active representative of a family identified with the history of South Boston since 1836. His enterprise and interest in the public welfare are pronounced. He was born on old Copp's Hill, Boston, December 21, 1857. His parents, Thomas M. and Martha E. (Andrews) Spinney, immediately after his birth, returned to this district, taking up a residence at 180 K street, where they still reside. He graduated from the Lincoln grammar school



EDWIN R. SPINNEY.

in 1872 at the age of fourteen. He then entered Bill's commercial college. In May, 1873, he commenced his business career as a boy in the firm of A. D. Sternfeldt, & Bro. importers of French calfskins, Fort Hill square. Later, he entered the employ of Howe & French, dealers in paints and oils, Boston, who were succeeded by Charles W. Badger. He remained with this concern until June, 1890, having filled every position from boy to manager with a splendid ability. A few weeks later Mr. Spinney established a real estate office at 643 E. Broadway, removing January 23, 1895, to his present model office at 80 K street. During these years he has built up a prosperous clientage.

In 1892 he succeeded in having the sum of \$90,000, assessed on account of the Strandway, paid back to property-holders by the city. In 1894 he was a candidate for the legislature, and was chairman of the Ward 14 Republican committee in 1891 and 1892. In 1894 and 1895 Mr. Spinney served as second assistant assessor, and since 1896 has been a first assistant, having charge of one of the heaviest districts in Boston. He is a trustee of Hobah Lodge, I. O. O. F., a prominent member of the Citizens' Association, a member of the South Boston Aid Association, and treasurer of the South Boston Republican Club.

JAMES A. COOK.

James Augustus Cook, the well-known dealer in hardware and wall papers, was born at the corner of Fifth and F streets, South Boston, May 5, 1852. His father, John F. Cook, was born in Portsmouth, N. H., in 1823, and died in 1868. His mother, whose maiden name was Mary Cole Perkins, was born in Salem in 1823, and was the daughter of the late Ezra Perkins, who for many years kept a cooperage on Fifth street, near the corner of C street. The subject of this sketch obtained his early education in the schools of this district, first attending the Mather school in 1857, his teachers being Misses Lincoln and Moody. He afterwards, in 1861, entered the Lawrence school, and passed through the rooms of Misses Towne and Cooper; Mr. Hardon, sub-master, and Mr. Stearns, master. He left school in the summer of 1866 to enter the trunk making establishment of Alexander McDonald, on School street, where he continued until the latter part of 1867. He left



Photo, Purdy.

JAMES A. COOK.

there to take a position as clerk in the hardware store of William G. Bird, on Merrimac street, near Causeway street, whose employ he left in June, 1868, and entered the store of John Q. Bird, whose store was then on Broadway, near D street. He remained there until January, 1878, when, with C. Gardner Copeland, he opened a store at 321 Broadway as a dealer in hardware, cutlery, paper-hangings, etc. Mr. Copeland retiring sixteen months later, Mr. Rufus K. Wood became Mr. Cook's partner in 1879. In July, 1880, they leased and altered the property at 287 Broadway, continuing together under the firm name of Cook & Wood until April, 1887, when the partnership was dissolved. Mr. Cook has continued the business since that time, removing in 1900 to his present store at 385 Broadway. Mr. Cook married Miss Ella M. Disney, of Newbury-

*Photo, Purdy.*

FRANCIS A. CAMPBELL.

port, Mass., by whom he has one son, George L. Cook, who is now an architect in Boston. Mr. Cook is well known in Masonic circles, being a past master of Gate of the Temple Lodge, a member of St. Matthews Royal Arch Chapter, and a past eminent commander of St. Omer Commandery, Knights Templar. He is also past protector in the Knights and Ladies of Honor, and past warden in Volunteer Lodge, New England Order of Protection, and has, since its organization, been a member of the executive committee of the Mather and Lawrence School Association, and takes an active interest in the affairs affecting the welfare of South Boston.

FRANCIS A. CAMPBELL.

One of the able members of the Suffolk bar and also one of the Boston

school board, is Francis A. Campbell, son of Frank Campbell, formerly a prominent resident and business man of this district. He was born in South Boston, and obtained his early education by an attendance at the Parkman school, later entering the Lawrence school. He afterwards went to the Boston Latin school, and later graduated from Mount St. Mary's College, Emmetsburg, Md. He then entered the law department of Harvard College, where he studied for his profession, and took a prominent part in the athletics of the University. He is well remembered as the famous catcher of the college baseball team during the years 1887-1888, when he was recognized as the best all-round player on the team. He now has in his possession a handsome cup awarded him for being the best general player, and also one for securing the best batting average. After leaving college

and being admitted to the bar, he immediately commenced the practice of his profession, in which he has achieved marked success. He maintains offices in the Tremont building, Boston. In the winter of 1897 he became a candidate for member of the school committee, and in his subsequent election, for a term of three years, expiring in January, 1901, he is serving his first office within the gift of the people. He is a member of Harvard Graduates Athletic Association; a life member of Harvard Law School Association; a member of Hasty Pudding, D. K. E.; Boston Athletic Association; Catholic Union; Municipal Officers Association, and several other organizations. As a product of South Boston he has reflected much credit on the locality where he was born, and his portrait will be readily recognized by the reader.

THOMAS J. KENNY.

Thomas J. Kenny is a South Boston boy, born on the peninsula, Nov. 18, 1865. He attended the Clinch and Bigelow schools, and subsequently a private school, and entered the law office of George W. Morse the well-known State street lawyer, in March, 1881. He at first studied and practiced stenography and later took up the study of the law. In 1897 he was admitted to the Suffolk County bar, and in July, 1898, to the cir-



THOMAS J. KENNY.

cuit court of the United States. In October of 1897, he became associated with Mr. Morse as one of his law partners, and has since been a member of the firm. Mr. Kenny has travelled extensively through the United States and has represented heavy Boston interests in the courts of several states in some of the large railroad re-organization and receivership cases with which his firm has been connected. Although for many years a member of the Democratic organization in Boston, Mr. Kenny has repeatedly refused to accept office, until the fall of 1898, when, without his consent, the leaders of the party placed him in nomination and elected him a member of the school board, leading the candidates of all parties and the entire ticket throughout the city. He is still

one of the most active and interested members of the Boston school committee and is now serving on its most important educational committee, viz: textbooks and courses of study. He is also chairman of the committee on the Boston normal school.

ROBERT M. McLEISH.

Robert M. McLeish, the subject of this brief sketch, was born in Fifeshire, Scotland. His father was a soldier of

*Photo, Purdy.* ROBERT M. McLEISH.

the queen for twenty-two years, and after receiving honorable discharges became a station master in Scotland, at Steeland, occupying the position till his death at the age of seventy-five years. Mr. McLeish's mother, who resides at Woods Holl, is eighty-two years of age. He himself is the youngest of six children, three sons and three daughters, all living. He went to work at the age of thirteen, and served an apprenticeship of five years in the dry-goods business, part of the time in the famous house of Arnott & Co., in Glasgow. Coming to this city in 1880, he became a salesman in the house of Hogg, Brown & Taylor, and has remained with the successors of this firm, having now been ten years filling a responsible position with the firm of Houston & Henderson. He has also



LIEUT. GEORGE PROCTOR.

LIEUT. GEORGE PROCTOR.

Lieutenant George Proctor, Troop A. National, Lancers, M. V. M., was born in South Boston, and is the son of the late John Proctor, who is well remembered by older residents of the district. He was a large contractor and building mover who had resided in South Boston fifty years, up to the time of his death. The subject of this sketch was educated in local public schools and the English high school. He first commenced business life in the wholesale drug house of Weeks & Potter. One year later the war broke out and he enlisted in the 44th Massachusetts Volunteers and went to North Carolina with General Foster, serving in the eighteenth army corps, third division. He saw immediate active service and took part in the following engagements: Kingston, Whitehall, Goldsboro, Rauls Mills, Traintors Creek and the siege of Little Wash-

ington. He was a civil constable for this city for eight years. Mr. McLeish is a well-known member of many fraternal organizations, and especially of the Masonic bodies, among which may be mentioned Baalbec Lodge, F. & A. M.; St. John's Royal Arch Chapter, and William Parkman Commandery. He is also a member of the South Boston Citizens' Association, the South Boston Republican Club, the South Boston Aid Association and of the Dry Goods Clerks' Benefit Association. As a member of the South Boston organizations Mr. McLeish has been noted for his keen interest and activity in all matters pertaining to the improvement of this district. His residence is 214 K street, where he has lived for many years, having married Sarah, daughter of the late John Rule, a veteran of the Mexican war. There are three children of the marriage, Sadie, Robert and John.

ington. He was a first and second lieutenant in the Seventh Infantry, and was in Cooper street, New York, in 1863, during the draft riot, when the mob attempted to take the armory. He was also a corporal and sergeant in the South End Battery, and a member of the Old Guard. He entered the service of the United States a second time and served out the terms of his enlistment. When Washington Post 32 was organized, Lieutenant Proctor was a charter member and was for two terms its quartermaster. He has been a member of the National Lancers, Troop A, First Battalion Cavalry, Second Brigade, M. V. M., since 1883, and has passed through all the grades to captain of the troop. It was June 22, 1871 that he was elected second lieutenant of the troop, and afterwards succeeded General Curtis Guild Jr., as first lieutenant. He has had a vast experience in military life for

which he has always had a strong attachment. At the age of eighteen he was commissioned second lieutenant, and the following year was made a first lieutenant. Even before the war he was a member of the boys' military company, organized in South Boston. For many years he has been engaged in the lumber business and is of the firm of Proctor & Drummey, Harrison avenue, Boston. He is also interested in other enterprises. Beside residing in one of South Boston's most comfortable homes on Broadway, he owns and operates a large farm out of the city. He is a member of the South Boston Citizens' Association and is one of the most interesting and influential men of this locality.

**MAJOR GEORGE F. H.
MURRAY.**



MAJOR GEORGE F. H. MURRAY.

From his prominence in military and social circles and long residence in South Boston, Major George F. H. Murray is one of the most favorably known citizens of this district. He was born on board the packet ship Marcapolo, December 12, 1858, his parents then being on a voyage from Australia to Liverpool, en route to America. The family took up their residence in South Boston and young Murray attended the Mather, Lawrence and English high schools. He entered business life in the employ of Endicott & Macomber, and later acted as Boston correspondent of Morice & Preston, a marine insurance concern. He afterwards entered the office of the late Calvin A. Richards, then president of the Metropolitan horse railroad. After Mr. Richards' death he associated himself, as travelling salesman with George F. Hewitt of Boston and Worcester, and Stanley & Co. of Lawrence. In 1896 he entered the employ of the New York Life Insurance Com-

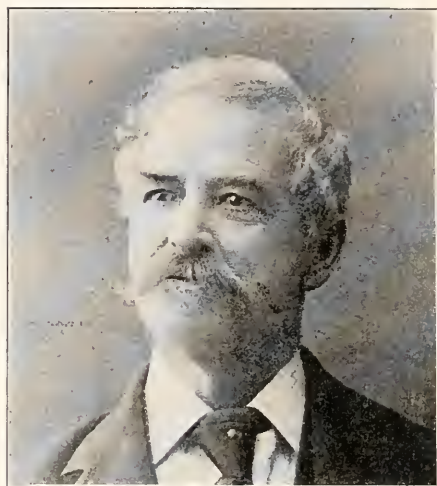
pany, and in November, 1899, established himself in his present real estate and insurance business, soon after adding to it the business of John H. Muldoon. Although he has been in his present business but a little over a year, he has become one of the leaders in his line in the district, and has achieved marked success, his familiarity with the values of South Boston property and reputation for equitable dealings with all being prominent factors in his success. He entered politics early in life and represented Ward 13 in the common council in 1883, '84 and '85. His creditable work in the council won him the highest regard of his constituents. Major Murray was secretary of the Democratic city committee in 1884, '85 and '86, and held the office of deputy collector of internal revenue, from 1886 to 1890. He first entered the state militia in 1887 as lieu-

tenant of Company B, Ninth Regiment Infantry, M. V. M., being made captain of the same company the year following. On the breaking out of the Spanish war, he was the first captain to volunteer his command for the service. Enlisting in May, 1898, he landed in Cuba, July 1, the same year, and in command of Company B, took an active part in the siege of Santiago. The following August he was commissioned major of the Ninth Regiment, U. S. Volunteers. After receiving an honorable discharge at the close of the war, his regiment returning to the state militia, he was unanimously elected senior major of the Ninth Regiment Infantry, M. V. M., which office he still holds. Major Murray is a life member of the Young Men's Catholic Association, of Boston; and is also active in the Knights of Honor; South Boston Citizens' Association; Knights of Columbus, Ancient Order of Hibernians; Legion of Spanish War Veterans; Army of Santiago, and the Massachusetts Commandery of the Naval and Military order of the Spanish-American war. After his retirement from active service in the Spanish war, Major Murray was shown the esteem in which he was held by the men of his command by being presented by Company B with a handsome sword and belt.

HENRY HUTCHINGS.

This veteran boat builder of South Boston, who has for many years resided at City Point, is one of the best authorities on boats and yachting in New England. He was born in Portsmouth, N. H., April 5, 1837; the son of a sea-captain, and was left an orphan at the age of five years. He then went to live with an uncle at Kittery who was a boat builder. He attended school in this town and grew up in the boat-building business. During the winter seasons he went on coasting schooners and at the age of eighteen years was master of the schooner "Sharon." In 1866 he came to South Boston and worked eight years for Pierce Brothers, the old boat builders. He then engaged in business for himself at City Point, in the firm of Hutchings & Prior,

at Hankey's wharf, where he built several well-known boats. Among the steam and sailing boats he built, may be mentioned the "Water Witch," "Viking," "Ionia," "Myrtle," "Wave Crest," and "Golden Gate." The "Wave Crest" was sixteen feet in length and in it two men started on the phenomenal trip for Australia. This destination would have



HENRY HUTCHINGS.

been reached had it not been that the provisions becoming spoiled, they were forced, after twenty days' privation, to land at the Vaha islands. They were then picked up and brought home, with the boat, on a steamer. Mr. Hutchings also built the "Emelie," some fifteen years ago, the fastest of her class on the Atlantic coast, and a boat that captured nineteen straight prizes. Mr. Hutchings has also sailed in all the important races in Boston Harbor. He was formerly a member of the old Hull Yacht Club.

For the past three years he has been engaged in the boat business at City Point and his present location is at the public landing. He has married twice. His first wife was Miss Pamela Keen of Kittery, Maine. They had five children, three of whom are now living; Mrs. Woodman, Lieutenant George H. Hutchings of the Boston fire department and

Mrs. Mills D. Barber. After the decease of his first wife he was married to Miss Myra Lowell of Kittery.

HON. EDWARD J. LEARY.

The city messenger of Boston, Hon. Edward Joseph Leary, has always lived in South Boston, and is the son of John Leary an old resident of the district. He was born at the corner of Dorchester Avenue and Silver street, opposite the old and historic South Boston tavern, on property owned in the Leary family for an extended period. After obtaining his early education and graduating from the Lawrence school, he went to work in



HON. EDWARD J. LEARY.

the old Suffolk glass works. He is a music compositor by trade, at which calling he once served. He engaged in business by opening a clothing store at the corner of B street and Broadway, which he conducted with that success which has attended his every effort. For nearly a score of years Mr. Leary has been before the public eye. In 1886-1887 he served as a member of the common council; in 1888-1889 in the legislature; in 1890 to 1892 in the board of aldermen; in 1893-1894 in the senate, and in 1896 was elected city messenger, being re-elected each succeeding year

since. Mr. Leary is a member of Boston Lodge 10, Benevolent and Protective Order of Elks; past chief ranger of SS. Peter and Paul Court, Massachusetts Catholic Order of Foresters; was recently elected grand knight of Red Brick Council, Knights of Columbus; is a member of the Celtic club; has been a member of the Boston College Association, and is enrolled in several other local organizations.

RALPH WARDLAW GLOAG.

Of the resident professional men of South Boston, Ralph W. Gloag, the well-known attorney at law, is one of the



RALPH W. GLOAG.

most interested citizens. He was born in Port Elizabeth, Cape of Good Hope, and obtained his education at the Sir George Grey Institute, becoming prizeman of his class. He continued his English and classical studies at Magee and Queen's colleges, Ireland. Coming to this country in 1890, he entered Harvard University law school, graduating in 1893. Being admitted to the Suffolk county bar soon after, he immediately commenced the practice of his profession, entering the office of Hon. Sherman Hoar, then United States district attorney. Later, upon his admission to the

bar of the United States circuit court, he began to practice on his own account with an office in Pemberton square, where he has since continued with marked success, being a familiar figure before the higher courts, and having been retained on many important cases during his professional career in Boston. He is a member of the Harvard Law School Association; the Victorian Club, and is also a Knight Templar Mason, being a member of St. Paul's Lodge; St. Matthews R. A. Chapter and St. Omer Commandery. He was united in marriage, in 1893, with Miss Lucy Cholmondley Dickson, and resides at 392 Broadway, South Boston.

DR. JOHN MACDONNELL.

Among the prominent physicians of South Boston, Dr. John MacDonnell of 381 Broadway holds a conspicuous place. His practice is indeed a large one although his medical career in this district is a very short one. Dr. MacDonnell was born in Crossakiel, County Meath, Ireland, on June 4, 1862. His early education was acquired in the national schools of his native town, after which he entered St. Mary's College, Mullingar, where he studied classics for five years. He then went to Scotland, where

he studied medicine. After completing his course in medicine he went to England, where he first commenced his practice which he continued successfully for some time. In 1891 Dr. MacDonnell decided to come to this country, and arrived in Boston. After living here a short time he passed the M.D. examination as required by law in both the Tufts School of Medicine and the College of Physicians. Since establishing himself in this district he has made many friends and possesses a lucrative practice. Dr. MacDonnell's specialty is the stomach, in which branch of his profession he is recognized as a skillful practitioner and authority. In June, 1892, he was united in marriage with Miss Della Jones of Waltham, and five children have been born to bless their union.

THOMAS F. WALSH.

One of the best known of South Boston business men is Thomas F. Walsh, proprietor of the South Boston Roofing company. The progressiveness of this young man is amply testified to by the rapid increase of his business. He started seven years ago in a small way. Success marked every step in his career, and the short time he has been located in South Boston business life has made scores of friends for him both in civil and business life. His employment covers a considerable amount of ground and extends not alone over South Boston but into the suburbs. He has extensive yards on First street and employs on an average fifteen men. Mr. Walsh has been a resident of South Boston since 1883. During the intervening time he has done much to promote the welfare of South Boston by an allegiance to its organizations. He is an enthusiastic member of the South Boston Citizens' Association, and all plans suggested for the improvement of the district, meet with his hearty approval. He is also an enthusiastic yachtsman and one of the popular members of the Mosquito Fleet Yacht Club. He is also affiliated with the Knights of Columbus and the Royal Arcanum.



DR. JOHN MACDONNELL.

THE BOSTON WHARF COMPANY.

The Boston Wharf Company was incorporated in 1836, and was the outcome of bringing together into one ownership various parcels of flats located upon the South Boston side of Fort Point channel. At sundry times, by acts of the legislature, the lines of the company's ownership were extended as filling progressed until some twenty-five years ago, after the great Boston fire, the filling of these flats was completed by the debris from this great catastrophe. At different times the company has owned nearly all the land between First street and the railroad freight terminals, and to-day owns over two million feet, located on Fort Point Channel, Summer, Melcher, Congress, A. Granite, Sleeper, Farnsworth, Pittsburgh, Richards and Midway streets and Mt. Washington avenue. From mud flats the property has become a great business location. In its early days the company devoted its energies to the storage business, and for years nearly all the sugar and molasses brought to Boston was landed and stored upon this property. With the changes of the last quarter of a century, the dying out of the old mercantile houses and the consolidation of the sugar refineries, this business has largely disappeared. Beginning some fifteen years ago the business of the Boston Wharf Company has changed materially. The storage of sugar and molasses has largely ceased, and in its place the company has devoted its energies and capital to the erection of large and costly buildings for various mercantile purposes. Upon the lands now or formerly owned by this company are located some of the largest industries of the city. Among them: the Boston plant of the American Sugar Refining Company, the Whittier Machine Co., the Boston Molasses Company, Moore & Wyman Elevator and Machine Works, Bay State Belting Company, Simpson Bros. Corporation, the Factory Buildings Trust, Boston Plate and Window Glass Company, Wheeler-Stenzel Company, Machine Works of A. & J. M. Anderson, the New England departments of the

Rochester, Providence and Pabst brewing companies, the Atlas, Williams and Dexter public storage warehouses, the hide concerns of J. T. Meader & Co. and S. W. Wiley & Co., the private storage warehouses of Shepard, Norwell & Co., Jordan, Marsh & Co., Brown, Durrell & Co., Jones, McDuffee & Stratton Company, American Radiator Company, F. W. Hunt & Co., Boutwell Brothers, Smith & Thayer Company, Sumner & Goodwin, Pittsburgh Plate Glass Company, National Lead Company, Baxter, Schenkelberger & Co., M. J. Collins, Hamburger Brothers, W. J. Corbett & Co., Wm. Corbett, John Farquhar's Sons; together with the offices and warehouses of the great wool houses of Jeremiah Williams & Co., Purdy & Co., Harding & Caverly, Hecht, Liebmann & Co., Brown & Adams, J. Koshland & Co., Nichols, Dupee & Co., American Woolen Company and Hallowell, Donald & Co.

There are also here located the factories of the American Telephone & Telegraph Company, the New England Telephone & Telegraph Company, Chase & Co. Corporation, Lally & Co., Riley & Co., Eagle Extract Company, Guy T. Carleton, C. L. Hawthaway & Sons, Macallen Company, F. S. Webster & Co. and many others. Also the great stables of the American Express Company, Waterhouse & Clements, Thomas McEnany and Flanders & Co. Also the establishments of the Western Union and Postal Telegraph Companies, of the Edison Electric Illuminating Company, pipe yards of Waldo Brothers, Fisk, Homes & Co. and C. A. Dodge & Co., and the yards of Stewart & Co. and the Metropolitan Coal Company.

The company itself still devotes some six hundred thousand feet of land to its own storage and bonded yards business.

The property of the company is intersected by streets and spur railroad tracks, and bounded by a fine water front. The amount spent in improvements upon it would aggregate several million dollars. In 1836 the property was assessed for \$40,000, and the tax paid was \$190. On May 1st, 1900, that part of the property

then remaining in the name of this company was assessed for \$3,829,700, and the tax was \$56,300. Probably this does not represent one-half of the property formerly owned by the company and now assessed to others.

FELTON & SON.

The oldest manufacturing plant in South Boston is that of Felton & Son, distillers, at the corner of Fifth, C and Gold streets. The buildings of the concern are certainly landmarks of South Boston, with a history covering nearly three quarters of a century. The story of the concern, since the distillery was built in 1839, is very interesting. It was in this year that Luther Felton constructed the first building of this now well-known business. It was but a portion of the present plant, but it answered for the demand at that time. In the following year Mr. Felton commenced the manufacture of rum, the brand of which has become well known, and the demand for it has of course increased, so that the original building, which was one



THE LATE LUTHER H. FELTON.



THE LATE LUTHER FELTON.

story high, long ago ceased to be large enough. The passing of years found material increase in the business until now the buildings and the land used occupy the block bound by Fifth, Gold, C and D streets, with the exception of a part on D street, now occupied by the Norcross school, and which was sold by Mr. Felton to the City of Boston for that purpose. Luther Felton, the pioneer manufacturer, was born in Marlboro in 1790, where his father was also born. His grandfather, great-grandfather and great-great-grandfather were all born in Salem, Mass., while his great-great-great-grandfather came over from England in 1633 and settled in that old town, making the Felton family one of the oldest families in the country. Mr. Luther Felton moved to Boston from Marlboro in 1811, where he at once entered the employ of one of the well-known distillers of the day and thoroughly learned the business. About 1824 he started in business for himself, renting a distillery on Washington street, about where Asylum street now connects with it, but being unable to purchase this, a few years

later, he built, as before stated, the South Boston plant. In 1845 he purchased as a residence the house at the northeast corner of Broadway and G street, which was then in process of erection, and which he occupied until his decease in 1868. At one time he owned several large tracts of land in South Boston including that on Broadway, which is the site of the old Mather school, and planted many of the large elm trees which to-day grace the streets of South Boston with their majestic arms. His son, Luther H. Felton, was born in Boston in 1821, his education being obtained in the Boston public schools of that day, and he became associated in the distillery business with his father in 1844. He was for many years a resident of Old Harbor street, near Dorchester street, from whence he removed to West Newton in 1867, where he resided until his decease in 1896. During his business career the distillery was much enlarged to meet the growing business, notably in 1854, which was caused by a large demand for New England rum for use in the Crimean War. Frederic Luther Felton, who now conducts the business under the old firm name of Felton & Son, was born in this district in 1848. He first saw the light of day in the old brick house on Fourth street near F, occupied at that time by his maternal grandfather, the late Josiah Withington. His education was acquired in Miss Burrill's famous old private school, which then stood where the Unitarian church now stands on Broadway, and in the old Hawes, Lincoln and Bigelow schools, which was supplemented by a course in the Wesleyan Academy at Wilbraham, Mass.

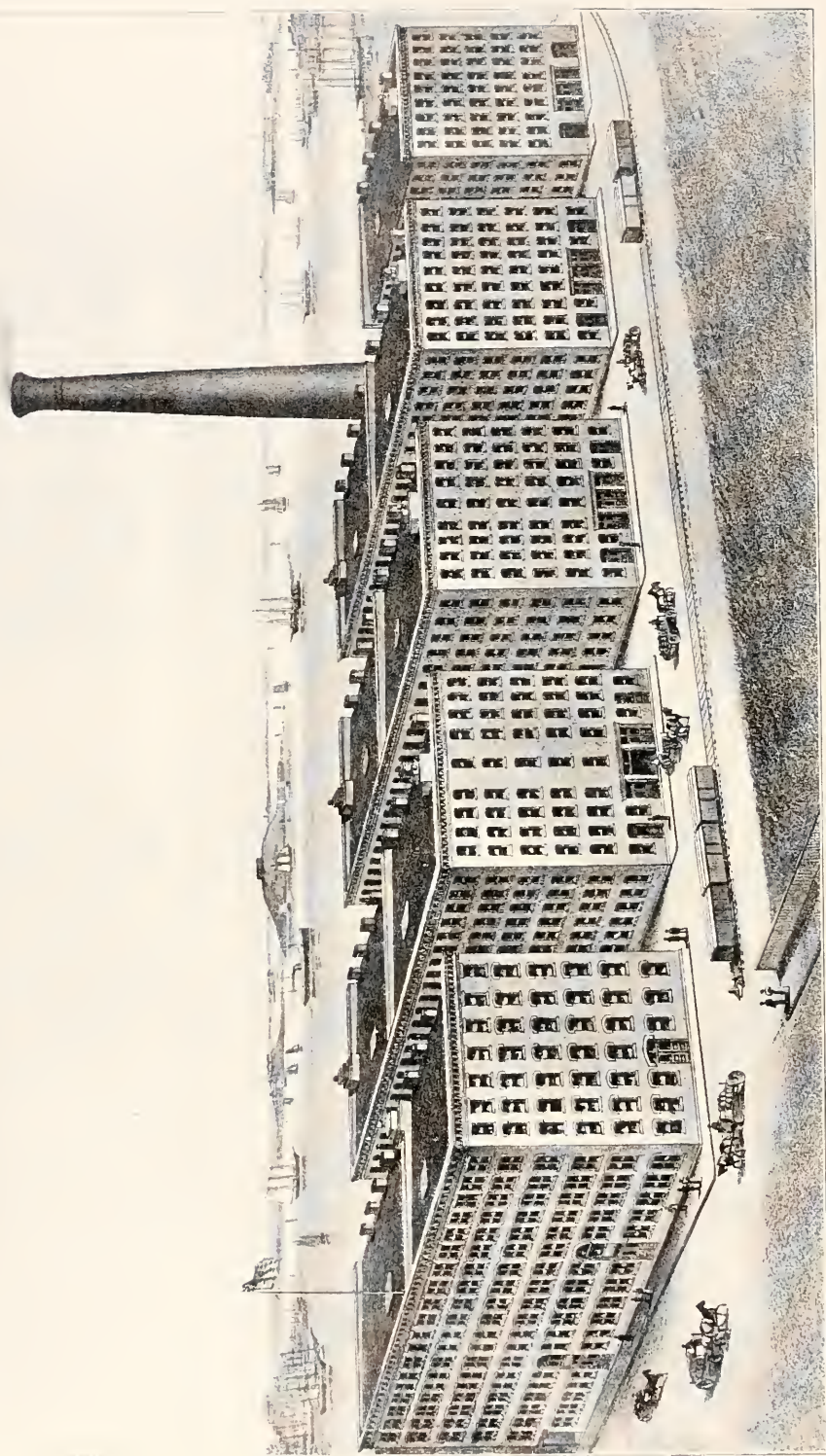


FREDERIC L. FELTON.

He entered the distillery business with his father in 1867, becoming a partner in 1873. Since the death of his estimable father he has conducted the business alone. For several years Mr. Felton has been a resident of West Newton, although still retaining his membership in several South Boston Masonic bodies. The business of this time-honored concern has increased with years and has improved with age like its noted product, and its goods have a reputation which is not confined to the borders of this country. Being unsurpassed in quality, it has found a ready sale at home and abroad. In 1881 Felton & Son were awarded a medal by the Massachusetts charitable association as an evidence of the superiority of its goods. Although Mr. Felton resides in Newton, he still has a native interest in the welfare of this district, and is proud to have his name associated with the many honorable ones, who have, most of them, emigrated from time to time from one of the finest locations of any portion of Boston for residential purposes.



FELTON'S DISTILLERY.



BUILDINGS OF THE FACTORY BUILDINGS TRUST, A STREET.

FACTORY BUILDINGS TRUST.

Rising majestically on the territory bordered by A, Wormwood and Binford streets, is a series of buildings known in real estate and manufacturing circles as the Factory Buildings Trust. As one perceives the immense magnitude of the buildings it is not hard to realize that this is the largest electric light power and manufacturing plant in Boston. Covering as it does over three acres of land in the territory off A street this fact is beyond contradiction. The immense buildings rise with all the splendor and grace borne by more magnificent structures, and they form a story of one of the most interesting of the many manufacturing sites in South Boston. The buildings are numbered from 239 to 259 A street, 1 to 33 Wormwood street and 2 to 42 Binford street. They are five in number, and cover an area of over three acres. It hardly seems possible at a quick glance to be convinced at such short notice that the structures which rear so magnificently into the air cover this amount of ground, but a close inspection proves the fact beyond a shadow of a doubt. The location of the plant, if it may be called such, is admirably suited for manufacturing purposes. During the past five years South Boston has become the center of the wool trade and manufacturing concerns have followed each other in rapid succession to this part of the district. Being closely situated to the freight terminals much time and labor have been saved in the transportation of heavy manufactured goods. The Factory Buildings Trust's magnificent structures therefore fill a long-felt want. They are admirably located and suited for every kind of manufacturing. The establishment is supplied with all modern appliances, electric light and power and, in a few words, they are all that is required for heavy and light manufacturing. Abreast of the buildings are outlets that bring the city proper, South Boston, the South Terminal and the immense southern freight terminals within easy reach. Every convenience is at hand. The idea

of the company in causing the erection of these buildings was to cater to the manufacturing community. Those already located in the building are high in their praise of the locality and the facilities afforded by its owners. This story would not be complete without a series of figures commenting on the many advantages afforded by the buildings and the magnitude of the enterprise. Building No. 1 is 62 feet wide by 210 feet long, covering an area of 13,020 square feet; buildings Nos. 2 and 3 are 70 feet wide by 210 feet long, each with a square areage of 14,700 square feet; building No. 4 is 75 feet wide by 210 feet long, giving a total of 15,750 square feet; building No. 5 is 71 feet long by 97 feet wide, giving the building 6,987 square feet. Thus it will be readily noticed that the buildings of this company cover 65,159 square feet. The boiler room is 101 feet wide by 113 feet long, and the engine room 75 feet wide by 105 feet long. The total amount of ground occupied by the plant is three acres with a floor space of over 10 acres. These figures are accurate and show the immense amount of space utilized in South Boston in a condensed area for manufacturing purposes. Eight million of brick is a large quantity. It would cover a large amount of space if they were laid side by side, and if piled one on top of the other would reach nearly one million and a half feet into the air. Yet this is the number of brick used in the construction of these mammoth buildings. There are many other facts in connection with these buildings of interest to the general public. The chimney towering above the building is 222 feet high, being within 30 feet as high as Bunker Hill monument. The boiler capacity is 3,000 horse power and the engine capacity is 2,500 horse power. The electric light capacity is 16,500 sixteen-candle power lamps. The piping for the plant is over 17 miles in length or if laid out in a straight line would extend to nearly the town of Sharon on the New York, New Haven & Hartford Railroad. These are facts and figures compiled by the builders and those interested in the building. They appeal to every manu-

facturer in need of a place for the maintenance of his business. Well lighted, well ventilated, and in every sense a model building, the company invites an inspection of its premises.

HERSEY MANUFACTURING COMPANY.

The Hersey Manufacturing Company represents one of the oldest and most extensive establishments for the manufacture of machinery in this city. The factory is located in South Boston and its products find a market in every part of the world. The works were established

improved machinery for the manufacture of soap, for refining salt and for making malt automatically. In the year 1885 they established the Hersey Meter Company, a corporation for the manufacture of water meters. This proved very successful. In the year 1890 the Hersey Manufacturing Company was incorporated, which absorbed the Hersey Meter Company and the general business of the Hersey Brothers. The Herseys were placed at the head of the new company, with James A. Tilden as general manager and Henry D. Winton as assistant manager. Francis C. Hersey, Jr., has



CHARLES H. HERSEY.

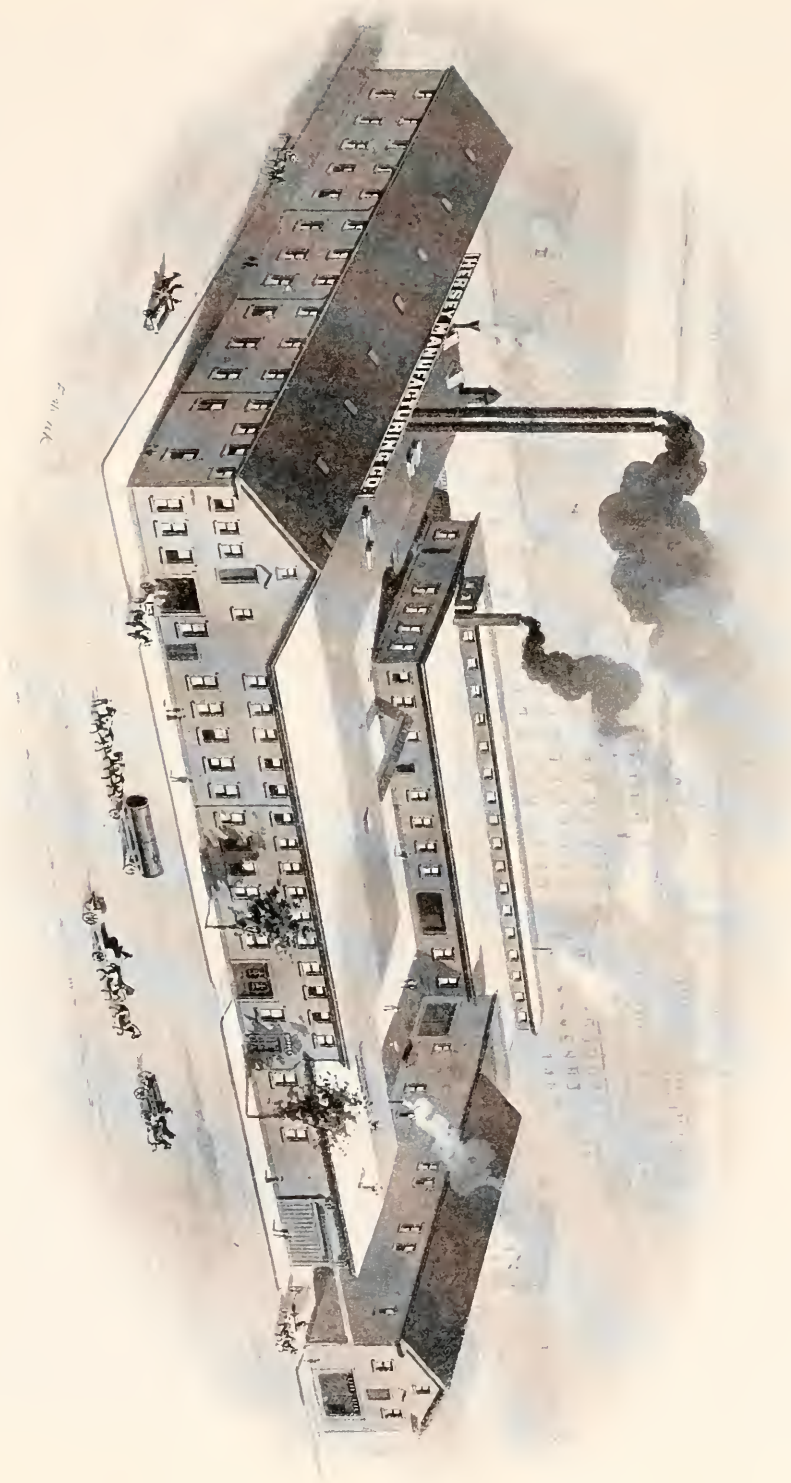
in 1859 by Walter E. Hawes and Charles H. Hersey, under the firm name of Hawes & Hersey. At that time the business was limited to the building of steam engines and general machinery. In the year 1865 Francis C. Hersey, who had represented the firm in South America for some years, was admitted as a partner; the business was enlarged and the partnership continued until the year 1872; when Mr. Hawes retired from the business, which was continued then under the firm name of Hersey Brothers. This firm devoted its energies to the manufacture and sale of patented machinery with signal success. Their machines for making granulated, cube and block sugars have a world-wide reputation. They are also builders of



F. C. HERSEY.

for the past five years also been connected with the company.

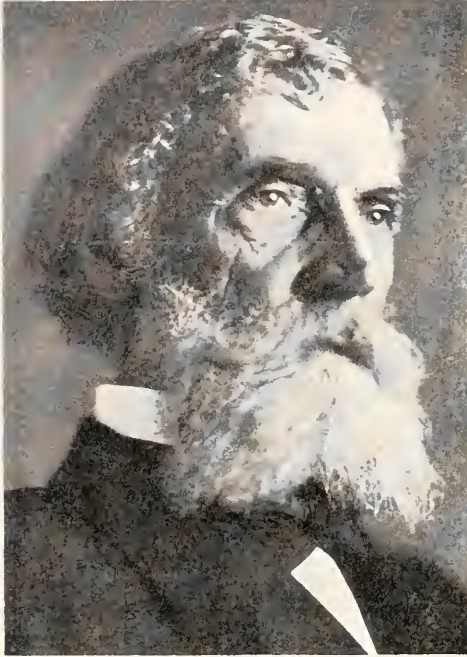
Mr. Hawes and the Herseys are well known to the older people of South Boston as they resided in that section for many years. Mr. Hawes represented this district in the board of aldermen for some years, and later Charles H. Hersey was a member of the same board, and also of the common council. He was also president of the South Boston railroad for the two years preceding its absorption into the West End system. Both of the Hersey brothers are members of the board of trustees of the South Boston Savings Bank and Mr. Francis C. Hersey is vice-president of the Mattapan Deposit & Trust Company.



WORKS OF THE HERSEY MANUFACTURING COMPANY.

S. A. WOODS MACHINE COMPANY.

The S. A. Woods Machine Company, whose large works are situated near Dorchester avenue at the foot of D street,



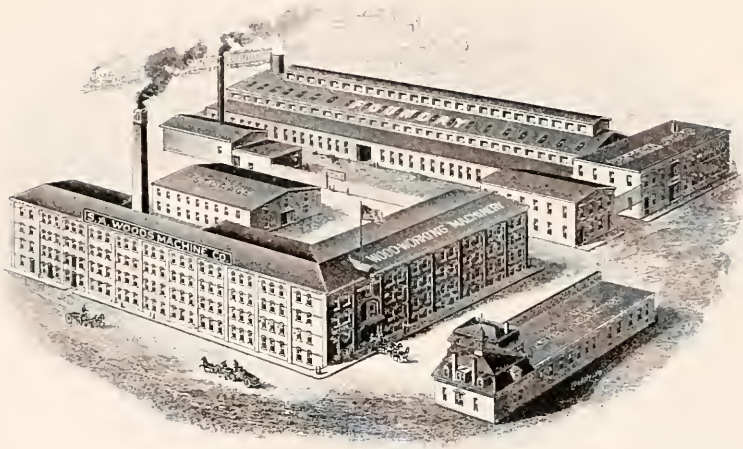
S. A. WOODS.

is one of the largest manufacturing concerns in South Boston, employing a force of about 300 hands. It is located within a stone's throw of the abandoned Norway Iron works, the present site being occupied for the first time in 1866. The original business was founded in 1854, when a partnership was established by Mr. Woods with Solomon S. Gray under the name of Gray & Woods. The original location of the concern was in the buildings on First street, familiarly known as Page's Mill. The first partnership held for five years but thereafter the business was conducted by S. A. Woods until 1873, when the business became incorporated. They adhere strictly to the manufacture of wood-working machinery, which is shipped to all parts of the world. The officers of the corporation are S. A. Woods, president,

and Frank F. Woods, treasurer and manager. The business, under the careful management of these gentlemen, has shown steady growth from the start, and from a modest beginning has developed into an extensive plant with a flourishing business. Since the start made by Gray & Woods, more than fifty patents for devices and improvements in wood-working machinery have been issued to the company, and nearly one hundred medals have been granted by industrial exhibitions. S. A. Woods is a native of Farmington, Maine, and is descended from intercolonial ancestry. He was educated in a district school and at the Farmington Academy. At the age of twenty he went to work as a carpenter and four years later built a mill in Farmington for the manufacture of doors, sash and blinds. After becoming a resident of this district he was deservedly honored by the people of South Boston and served as an influential member of the common council in 1869-1870 and 1871. During 1870-1871



FRANK F. WOODS.



WORKS OF THE S. A. WOODS MACHINE COMPANY.

he was one of the directors of the East Boston ferries. He is a member of the Massachusetts Charitable Mechanics Association, the oldest trustee of the South Boston Savings Bank, a member of the Boston Art Club and St. Omer Commandery, Knights Templar. Frank F. Woods, treasurer of the company, was born on Third street, South Boston, October 3, 1855. He was educated in the local primary, grammar, and English high schools and Highland Military Academy, Worcester. He entered his father's works in 1876 and made his way from the bench to his present office. He has held public office and represented Ward 15 in the State legislature in 1888. He is a member of the Exchange Club, Massachusetts Charitable Mechanics Association, Boston Athletic Association, Sons of the Revolution, and St. Omer Commandery, Knights Templar. Fred A. Cheney, secretary of the corporation, is a young man of marked ability; he has been at the works several years and has worked his own way up to the responsible position he now holds. Although the history of the S. A. Woods Machine Company is here but briefly told, many pages could be filled on the subject. The company adds no little to the manufacturing success of South Boston and

the large sum of money disbursed to its employees contributes largely to the prosperity of the district.

GEORGE LAWLEY & SON CORPORATION.

This well-known establishment was founded by George Lawley, an English ship-builder, who came to this country in 1851, bringing with him his family, amongst whom were his son, George F. Lawley, now president of the corporation. Mr. Lawley settled in East Boston where he found employment at his trade.

In 1866, Mr. Lawley moved to Scituate, Mass., where he went into the boat-building business on a small scale, with his son, George F., as assistant. In those days an order for a twenty foot catboat was of such magnitude as to cause the contractors to feel that business was very good, and that their facilities were taxed. They built many good boats in Scituate, and established considerable reputation. In 1874, at the earnest solicitation of several influential members of the Boston Yacht Club, they were induced to bring their business to South Boston where they established their shops on the property of the Boston Yacht Club on Sixth street, near the foot of P street. The yards were removed to the present loca-

tion on the north and harbor side of South Boston, First street at the foot of O street. This property contains upwards of three acres of upland and more



GEORGE LAWLEY.

than four acres of flats. With increased accommodation they were able to undertake larger contracts, amongst the first being the renowned cup defenders "Puritan" and "Mayflower," and the schooner yachts "Merlin," "Sachel," and "Marguerite." With the introduction of steel in combination with wood in the structure of vessels, known as composite construction, came the desire to be able to produce on the grounds the necessary steel work for this purpose, also there was an increasing demand for wholly steel construction for hulls. In order to accom-



THOMAS HIBBARD.

plish this it seemed desirable to increase the working capital to cover the expense of new shops, and in 1890 the Lawley's associated with them Thomas Hibbard, who took the position as treasurer of the company, and who looked after the construction of the new steel shops. The business was then incorporated with a capital of \$100,000. George Lawley, founder of the business, then practically retired from active business, and George F. Lawley was elected president of the corporation. At about this time Edward Burgess, the great naval architect and yacht designer, coming into contact with the Lawleys, soon found that their experience was invaluable in making a success of his boats. Mr. Burgess



GEORGE F. LAWLEY.

became a factor in building up the concern, and his early death, in 1891, was for a time quite a setback to the business. Other Boston designers who followed Mr. Burgess in his work, have helped to keep this establishment in the front of yacht building. While the firm is ready at all times to build from designs furnished them, still they have produced from their own talent many celebrated boats, and are ready at all times to undertake the most intricate problems of marine engineering.

During the last ten years there has been a steady progress, and many buildings have been added to the plant as found necessary. Many large yachts have been built, among which may be



BASIN AT LAWLEY'S YARDS.

mentioned the "Alcaea" and "Ingomar," and cup defender, "Jubilee," in steel; the schooners "Latona" and "Endymion"; steam yachts "Alcedo," "Aquila," "Currier," "Inca," "Varuna," "Kaleda," and "Valda."

One of their latest contracts has been the two torpedo boats "Blakely" and "De Long" for the United States government, a combined contract representing over \$325,000. In order to

build the machinery for these boats it was necessary to erect a machine shop. This was put up in 1898, and fully equipped with first class and high grade tools.

The corporation employs from two hundred to three hundred and fifty hands

and the majority high skilled mechanics. These cover a number of trades, such as machinists, ship carpenters, ship joiners, iron ship builders, blacksmiths, riggers,



LAWLEY'S SHIPYARDS.

caulkers, painters, plumbers, tinsmiths, and in fact most of the prominent departments of mechanical work. Such an establishment can hardly fail to be a great benefit to a community.

The president, Mr. George F. Lawley, resides at 47 M street, South Boston, and is a well-known citizen. His brother, Mr. E. A. Lawley, resides at 60 N street, and holds a prominent position at the works, besides being a director.

The corporation has won a reputation for building substantial and durable work, and have endeavored to avoid building too light or flimsy structures for the sake of gaining a reputation for speed in their boats. It is well known that a "Lawley built boat" is one of the most desirable in the market, and these boats maintain their prices where many may have depreciated.

JENNEY MANUFACTURING COMPANY.

The Jenney Manufacturing Company enjoys the distinction of being the only concern to-day that refines petroleum and manufactures burning oils in New England; and is one of the very few that have not been absorbed by the oil trust. They are the successors of Isaac and Stephen Jenney, who established themselves



OIL WORKS OF THE JENNEY MANUFACTURING COMPANY.

in business at 50 State street, in 1812. The refining of petroleum was begun in 1861 and the business was carried on by Bernard and his brother, Francis H. Jenney, under the name of Stephen Jenney & Co., until 1884, when the Jenney Manufacturing Company was incorporated under Massachusetts laws with Bernard Jenney, president; B. J. Dillaway, treasurer; Walter Jenney, super-

education was acquired at the Massachusetts Institute of Technology where he graduated in the class of 1877. The works, which occupy nearly two whole squares between D and E streets and Second and Cypher streets, have a capacity of about 500 barrels a day, and the goods manufactured here are recognized, both in this and foreign countries, as of the very highest grade of excellence.



BERNARD JENNEY.



WALTER JENNEY.

intendent. Bernard Jenney, a resident of South Boston since 1837, was born on the site of the telephone company's building at the corner of Milk and Oliver streets. Before the discovery of petroleum he was engaged on the same premises in the manufacture of burning fluid, which was a mixture of camphene and alcohol. E. J. Dillaway, the treasurer of the company is a resident of Malden and has been connected with the concern since 1869. He is one of the best-known oil merchants of New England. Walter Jenney, who is superintendent of the plant as well as a director of the company, is a South Boston boy and has grown up in the business. He is a graduate of the Bigelow school and the English High School, and his technical

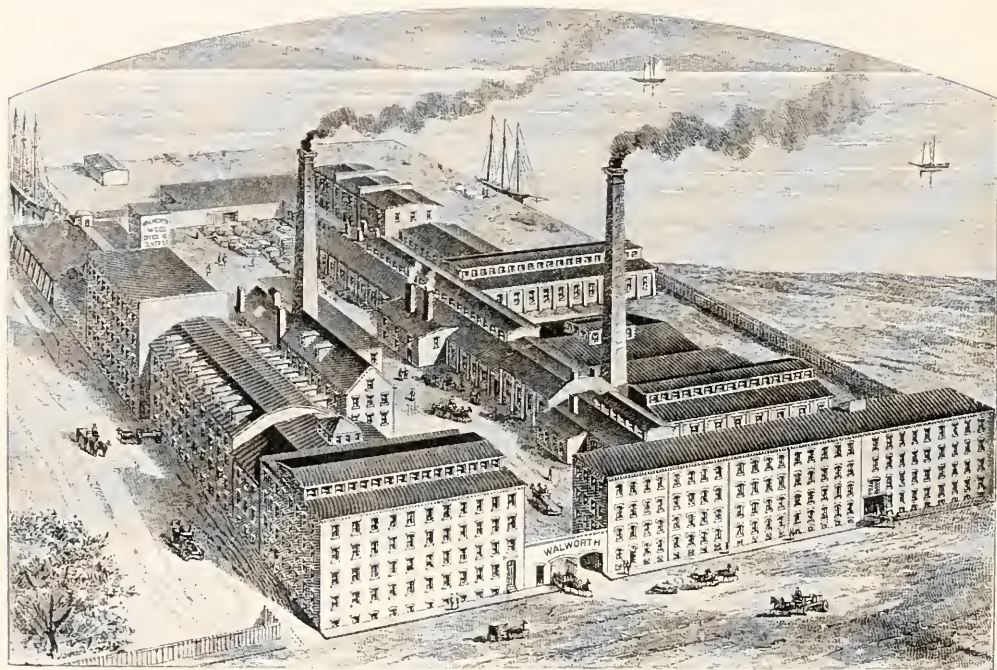
The reputation of this concern adds no little to the distinction of South Boston, and is doing much to keep the name of the district's industry well in the front.

WALWORTH MANUFACTURING COMPANY.

One of the largest of South Boston's manufacturing industries is the Walworth Manufacturing Company, whose immense plant is located on East First street, City Point. This magnificent plant, which has added much to the business life and growth of South Boston, has furnished employment for years to many of South Boston's workmen. The history of the Walworth Manufacturing Company covers a large page in the

history of Boston's industrial development. It has been a veritable educational institution from whence have emanated many of the most noted steam fitters and engineers of the present day. Pioneers in their line, this concern takes rank with the most important inventors of the age in the development of the present methods of heating, lighting and ventilating of homes, offices, stores and work shops and supplying them with water. So far advanced, so near per-

tween six and seven million feet of pipe. When this time-honored concern launched its career on the tide of adversity there was no precedent to guide them. All appliances were crude and rough and irregular in finish and general appearance. Caleb C. Walworth was the first to see the advisability of establishing a scale of sizes and weights of valves and fittings to give the work a symmetrical and finished appearance. Other inventions of Mr. Walworth's of



EXTENSIVE WORKS OF THE WALWORTH MANUFACTURING COMPANY.

fection in economy and comforts as regards heating and lighting, surely a return to the old styles would not be far from a calamity. The history of the Walworth Manufacturing Company covers an honorable period of fifty years and more. The advance in their business during this time can be easily told by referring to the fact that in 1842 a small stock of pipe, covering at the utmost 5,000 feet, was bought with considerable hesitation and was considered a large transaction at the time. In 1894 the same concern handled be-

almost equal importance followed, among which was the machine for tapping six fittings at once, and at the same time insuring straight and regular threads. Under the old style but one thread was cut at a time and it was as liable to be cut crooked as straight. The old-fashioned scroll die plate was next improved, and the improved die plate is used to-day. To-day the Walworth Manufacturing Company are the leading and largest manufacturers of pipe tools in the world, sending their products to every part of the universe where a pipe for conveyance

of liquid or vapor is used, and being in the manufacture of these tools the largest consumers of crucible steel in the world. Prior to 1875 the method for constructing radiators for steam heating purposes was of a crude nature, the cost being considerably enhanced by the amount of labor necessary to properly



THE LATE C. C. WALWORTH.

construct them. To reduce this Mr. Walworth invented the Walworth radiator which at once took a first place in the market and has always been considered one of its leading articles. Many other inventions can be enumerated which have gone to place the Walworth Manufacturing Company in the front rank with all concerns of its kind in the world. The influence, example and sturdy New England integrity and character have done much in establishing the name and business of the Walworth Manufacturing Company, and placing it in its present eminence. In 1842 the business was established in a basement at the northeast corner of Dev-

onshire and Water streets. The year following more commodious quarters were found at 18 and 22 Devonshire street in which limited space was found for a brass foundry, machine shop, office and salesroom. This, with the addition of a small room in Blake's court, was retained until 1869, when the premises at 1 Bath street were occupied until the great fire in 1872 which necessitated a removal to Haymarket square. In 1874 the business was removed to 69 Kilby street where it remained for ten years. In 1884 and until 1899 the store and general offices were in 16 to 28 Oliver street. All these removals were made necessary on account of increasing business. In 1900 we find the prosperous firm magnificently housed in the building numbered 128 to 136 Federal street, the largest of its kind in the world, with five floors and basement, with a total floor space of 50,000 square feet. The South Boston works cover many acres and give employment to about 1,000 men. Besides this the concern has a pipe warehouse and pipe yards on Congress street, with a capacity of 75,000 square feet, where pipes of all sizes are cut, threaded and fitted. The present officers of the company are as follows: Wallace L. Pierce, president;

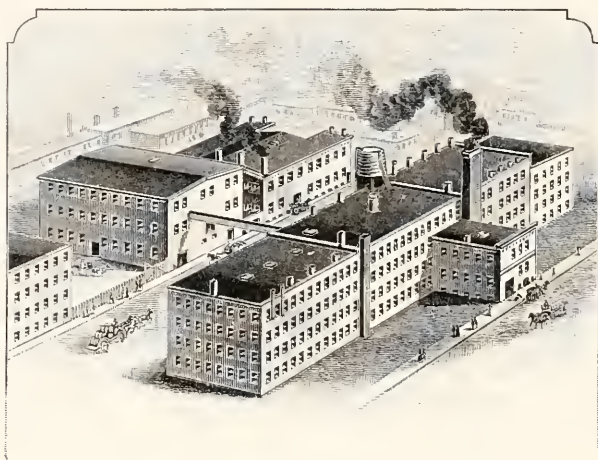
Geo. B. Little, vice-president; Geo. H. Graves, treasurer; Geo. T. Coppins, secretary; Osborn B. Hall, general manager mechanical department.

ROBERT BISHOP.

One of the largest manufacturing concerns in the United States, in its line, is that of the business of Robert Bishop, located on Sixth street. Since the decease of its founder, it has been carried on by his son, Robert Bishop, and Col. P. H. Corr of Taunton, acting as trustees of the estate. In addition to carrying on this extensive factory in South Boston, where 150 hands are

given steady and remunerative employment, the concern owns and operates a large paper mill at Newton Lower Falls. The business was originally started in 1861 by the late Robert Bishop. It was then located on Atlantic avenue. The factory, which was much smaller than the present extensive industry was destroyed by the great Boston fire in 1872. The business was then removed to South Boston, its present location. The intervening years have seen a wonderful growth of the factory. From a small beginning it has been necessary to enlarge the plant several times to keep pace with the rapid increase of

factory has a very large frontage on Tudor street and extends back to Seventh street covering a large frontage on each of these streets. The accompanying illustration, from a birds-eye point of view, shows the plant to good advantage. The motive power of the plant is furnished by four steam boilers each of 250 horse power and engines of 225 horse power. The plant is equipped with every known device for the saving of labor, and machinery necessary for the manufacturing of cotton, including modern pickers, and card machines. No house in the United States stands higher with the trade. The product is shipped



SOUTH BOSTON FACTORY OF ROBERT BISHOP.

business. The original lines of goods manufactured were machined cotton, and woolen and cotton waste for wiping and packing. Some years ago, however the firm went into the manufacture of carpet linings and bed comfortables. In 1890 they commenced the manufacture of dyed cottons. It was in the same year that they purchased the paper mills at Newton Lower Falls for the manufacture of straw and manilla papers. At this factory 160 hands find steady employment and these mills there add much to the business success of Newton. The extensive factory in South Boston comprises five buildings. But little idea can be gleaned of the magnitude of the plant from its entrance on Sixth street. The

to every known quarter of the globe and probably to every port in the world. A large portion of the manufactured product is exported showing the enviable standing in which this reliable firm is held in foreign countries. The product is absolutely the best on the world's market and its demand is extensive. Robert Bishop, the father of young Robert Bishop, who to-day so ably manages the large business, was for many years a resident of South Boston and was held in the highest esteem by his neighbors and fellow citizens. Although no seeker for notoriety, he was selected to represent his ward in the common council and performed his civil duty in the city governments of 1868 and 1870. He

was a prominent member of the Catholic Union of this city and was noted for many noble deeds of charity. He afterwards moved from South Boston to Brookline where he passed away in 1896. His loss has been universally felt in business circles. His son, Robert Bishop, on whom has devolved, in a great measure, the management of the business, as one of its trustees, was born

The younger Bishop has maintained the reputation made by his father. The large trade both in this country and in foreign lands has been catered to under the successors of Robert Bishop and new customers have been added yearly on the books of the firm. An important forward movement has been made as regards the foreign trade which to-day is one of the largest carried on, and it can be said the



THE LATE ROBERT BISHOP.

in Brookline. His early education was secured in the schools of that town, terminating with the high school courses. He came to his father's factory in 1893 and gradually acquainted himself with the workings of the entire plant. His natural ability, coupled with his education soon placed him in a position to assume management of the factory. Entire control came sooner than he expected, for he was only in the factory about three years when the death of his esteemed father opened up to him the extreme possibilities of entire management. The young man, who was so suddenly thrown in complete charge of the concern assumed the reins of government with all the grit and energy that made his father so successful a business man.



ROBERT BISHOP.

largest that is carried on by any firm in their line in the United States. The concern sells its product direct from its extensive factory, thereby avoiding the necessary re-handling of goods. The concern is also represented in New York City, by John Ellice of 250 Fulton street. Taken as a whole the fame of Robert Bishop will not easily fade from view. A young bright, energetic man, he developed a business which to-day is the leading one of its kind in the United States. It has proven of great value to this locality and has, in no small measure added much to the business history of South Boston. The citizens of the district fully value its existence here. The working class appreciate its value probably more than any other class, while the

average business man has profited in no small degree from the revenues paid out weekly to its large force of employees. Since its inception the concern has made no backward movement and in this, the twentieth century, finds itself among the notable firms of the United States.

W. P. STONE & CO.

A time-honored concern of South Boston is W. P. Stone & Co., 175 to 179

by the late W. P. Stone. It was then located on Beverly street in small quarters. In 1859 the firm was removed to South Boston and time has seen it grow from small to large proportions, being now the largest in its line in South Boston. The establishment is well-known for the manufacture of large caravans, notably the large truck just completed for R. S. Brine & Co., which is forty-eight feet long, the largest of its kind in the world. It was manufactured espe-



THE LATE W. P. STONE.

First street. They occupy 21,000 square feet of land for the manufacture of wagons, caravans and sleds. It is a well ordered plant, three buildings covering three floors, each 25 x 100 feet in space. The storage and warehouse yards are directly opposite the manufactory and occupy 105 x 125 feet, both sides of the street being occupied. The firm has been in existence in South Boston since 1859 and has added no little to the business history of South Boston. The house was originally established way back in 1841,



W. P. STONE.

cially for the trucking of the colossal girders for the Boston elevated railway structure. The concern manufactures all heavy work, in which line it has made a wide reputation. They have facilities for every kind of wagon and carriage repairing and painting. When originally started the firm gave employment to six men and the beginning of the twentieth century finds them giving employment to thirty hands. It was in 1871 that Mr. Stone took his son, W. P. Stone, Jr., into the concern. Young Mr. Stone practic-



CARRIAGE WORKS OF W. P. STONE & CO.

ally assumed charge of the business and the father relied upon him for the management of the business to the time of his decease in 1892. Mr. W. P. Stone the founder of the firm was born in Northboro, Mass., in 1814, he was educated in the schools of that section and, upon coming to Boston, he formed the concern which was his until he died. He came to South Boston in 1859 to live and resided in this district until his death. His life was devoted to his business and he had a strong interest, and was one of the most prominent factors in church work. His constant attention to the latter duties impressed his brother members of the congregation to the extent that he was made one of the standing committee of the South Baptist church. W. P. Stone who succeeded to the business upon the death of his father was born in Boston. His parents removed to South Boston when he was five years of age. His education was acquired in the local primary and grammar schools, after which he entered business in outside mercantile life. He spent five years in the mercantile field when he entered the employ of his father. His natural ability at once asserted itself, and one year after entering the employ of his father he was admitted to a membership in the concern. Since the death of his father he has continued the business under the old style adopted by his father. Honesty, thoroughness and activity has been the motto learned by the young man from his father,

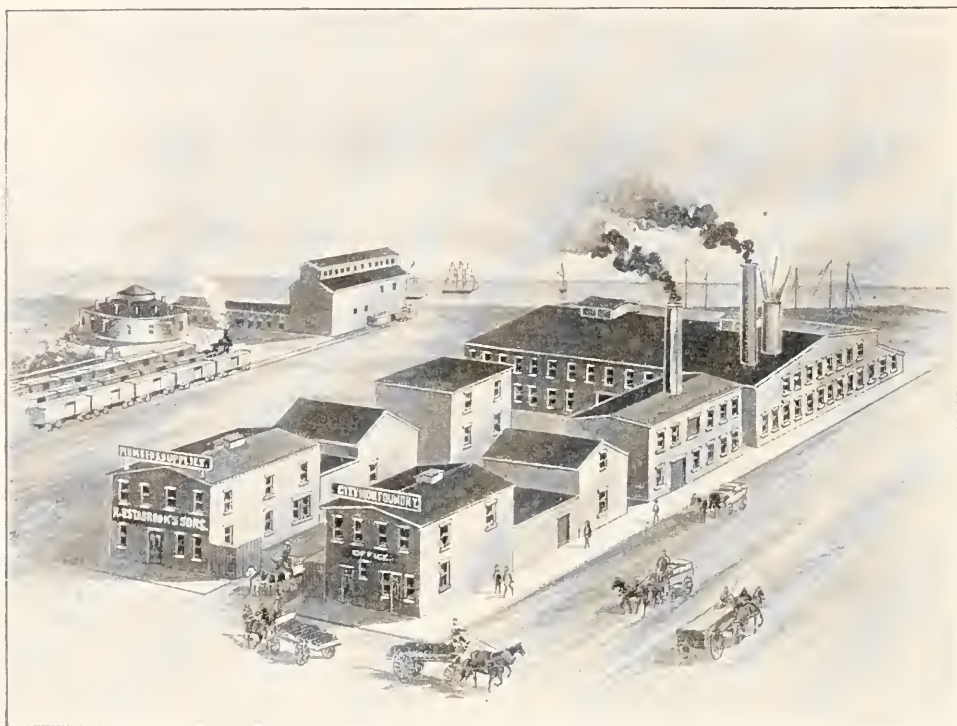
and this trio of recommendations has made the business what it is to-day. Mr. W. P. Stone is a careful, conscientious business man, imbued with the necessity of keeping up to the standard of products, and he has never wavered from the strict rules laid down by his father nearly sixty years ago. Besides being one of the best-known business men in Boston he is also a prominent figure in social and fraternal life. He is a member of St. Paul's Lodge, F. & A. M.; St. Mathew's Royal Arch Chapter; DeMolay Commandery, Knights Templar; and Massachusetts Charitable Mechanics Association. He is also one of the board of trustees of the South Boston Savings bank. Although for many years a resident of South Boston he has, since 1896, made his home in Dorchester. He is married, his wife being Lillian A. Dolbeare, the daughter of one of the oldest and most distinguished of South Boston's families. Mr. Stone typifies the successful business man. His products are manifestly in demand in all parts of Greater Boston and the capacity of the factory is tested in satisfying the calls for heavy vehicles, especially those used in transporting heavy steel and iron. The firm has done much for the advancement of South Boston in the business world.

R. ESTABROOK'S SONS.

R. Estabrook's Sons, whose works are situated at the corner of First and C streets, are manufacturers of machinery,

boiler and building castings, soil pipe and fittings, and wholesale dealers in bath tubs, copper and iron boilers and general plumbers' supplies, earthenware and brass work. The firm was established in January, 1874, by R. Estabrook

moulders engaged, and all work is done with the aid of modern machinery. The goods carried in stock compose the best products of the market. The firm's business methods are in keeping with the rule of sterling commercial integrity and



CITY IRON FOUNDRY, R. ESTABROOK'S SONS.

and son, E. L. Estabrook. The firm was then located on the opposite side of First street from the present plant. Where the firm is now located were then water privileges. The present firm, organized in 1892, at the death of the father, is composed of Messrs. E. L., G. L. and F. Estabrook, all are natives of Massachusetts. Their premises are fitted with a view to affording every facility in their particular line. The plant covers a space of 100 by 220 feet, or 22,000 square feet, and is fully equipped. They have two cupolas with a daily capacity of fourteen tons each and utilize steam power. They have from twenty to thirty skilled

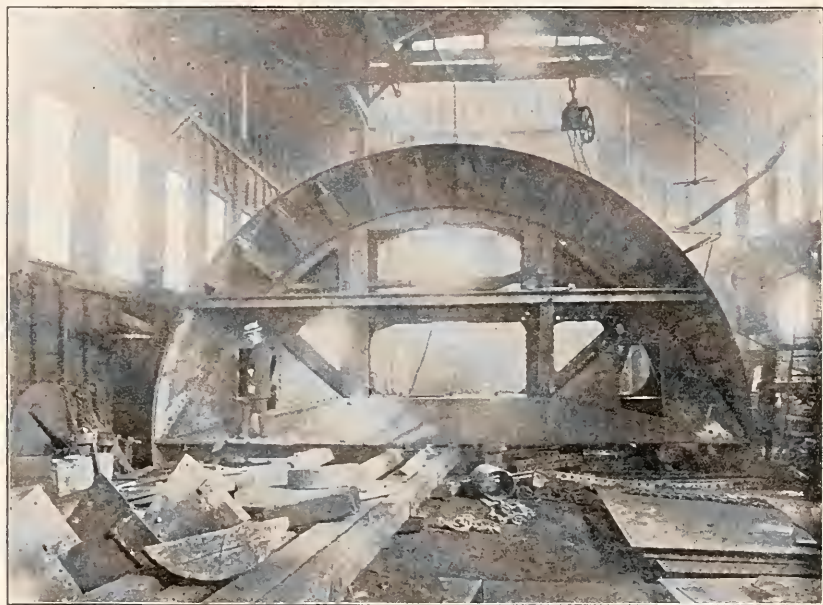
orders are filled promptly. The Messrs. Estabrook are members of the Plumbers' Supplies Association of New England.

JAMES RUSSELL BOILER WORKS COMPANY.

This company has extensive and busy works located at the corner of C and First streets. The business was first started by James Russell, one of South Boston's best-known manufacturers, as far back as 1874. In 1879 Duncan D. Russell became his father's partner, and the concern was then known as James Russell & Son. The firm merged into

an incorporated company in 1890, James Russell having since been president and Duncan D. Russell, treasurer. The product of the works, during its existence here, has comprised innumerable difficult jobs of mechanical ingenuity, and foreign countries have been the recipients of many boilers, tanks, and other plate iron work emanating from this important manufacturing plant. The most import-

work and engineers' and contractors' specialties are made by them. The reputation of the company and the emanations of the works add no little to the distinction of South Boston as a manufacturing center. The president of the concern took up his residence in South Boston in 1862 and resided here for fully thirty years. Although he never sought political honors he was none the



INTERIOR OF JAMES RUSSELL BOILER WORKS.

ant piece of work issuing from there recently is the roof shield arch, weighing sixty tons, and now being used at the excavating, before the concrete-roof is put in, at the East Boston tunnel, now being constructed for the Boston Transit Commission. A view of this colossal structure before being taken from the Russell works, is herewith presented. The work turned out at the James Russell Boiler Works comprises everything of the plate iron description and no contract is too difficult or problematical for the company to undertake and carry out. Boilers, tanks and plate iron work for sugar refineries, gas works, water works, locomotive boilers, tender tanks, railroad structural

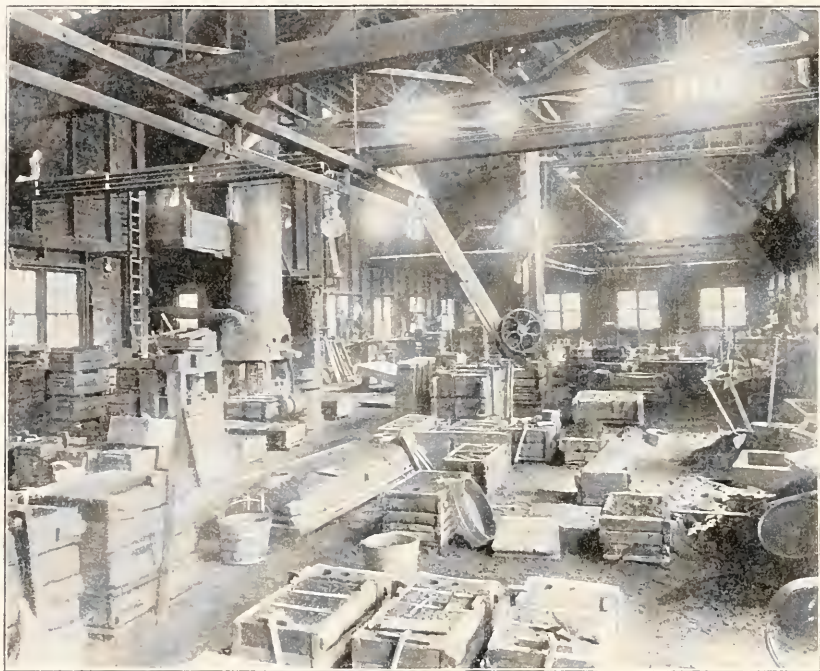
less an interested citizen, and, although residing in Dorchester, he still retains a deep interest in the welfare of the community. Duncan D. Russell has, since the retirement of his father in 1900, assumed the entire management of the large business. He attended the Bigelow school and his boyhood and business life have so far been spent here. With forty men and the large business now under his management he is one of the busiest of South Boston business men.

GEORGE H. LINCOLN & CO.

One of the time-honored business concerns of South Boston is Geo. H. Lincoln

& Co., iron foundry, situated on Alger street. The plant covers 30,000 square feet of land. The foundry is 50 x 125 feet and the pattern shop is 40 x 100 feet. The business of the concern has grown rapidly since it was started. The product of the foundry is in a great measure machinery castings, the demand for which has been quite large in recent years. The firm has an established repu-

line of goods. Everything pertaining to the machinery trade is manufactured at this plant. Mr. Lincoln has been doing business on his own account since 1895. The foundry has proved a boon to South Boston and upwards of fifty hands secure steady employment. In business circles Mr. Lincoln is esteemed and honored. He is also well-known in fraternal circles being a member of Rabboni Lodge, F. &



INTERIOR IRON FOUNDRY, GEORGE H. LINCOLN & CO.

tation and numbers among its customers, some of the best known and most prominent firms in New England. Mr. Lincoln, is one of the best-known business men of Boston. His knowledge of the foundry business was acquired in his youth, when, after leaving school, he entered the employ of the City Iron Foundry on First near C street. It was in 1868 that he entered the employ of this firm. In 1873, he determined to enter upon a business career under the firm name of R. B. Lincoln & Son, for the purpose of supplying a general line of machinery castings to the trade that calls for that

A. M.; Dorchester Royal Arch Chapter; DeMolay Commandery, Knights Templar; Bethesda Lodge, I. O. O. F.; Mt. Washington Encampment, I.O.O. F.; and the Old Dorchester club.

LONG MACHINE CO.

The Long Machine company is one of the latest additions to South Boston manufacturing. It occupies what is known as the old suspender factory at the corner of First and L streets. The building was purchased by Mr. Long in December, 1899, when the works were

removed from East Boston. The building contains four floors with a total of 53,000 square feet, a portion of which only is occupied by the Long Machine Company. The company, of which J. H. Long is the head, employs about sixty hands, in busy seasons, and does a general machine business. Mr. Long is a native of Northfield. He is a practical machinist and has a wide experience in all branches of the trade. He first started in business on High street in 1888, and in the winter of 1896-1897 he erected extensive buildings in East Boston which he occupied until last December. He is a thirty-third degree Mason and a former resident of South Boston. He brought his present business to South Boston after recognizing the advantages of this district as a manufacturing center. The building is situated in the heart of what is destined to become in a few years the busiest section of Boston, the foot of the new Summer street extension and near the L street bridge. The building contains four floors, each 40 x 140 feet. They are available for desirable manufacturing industries. The building, besides being centrally located, is well appointed and

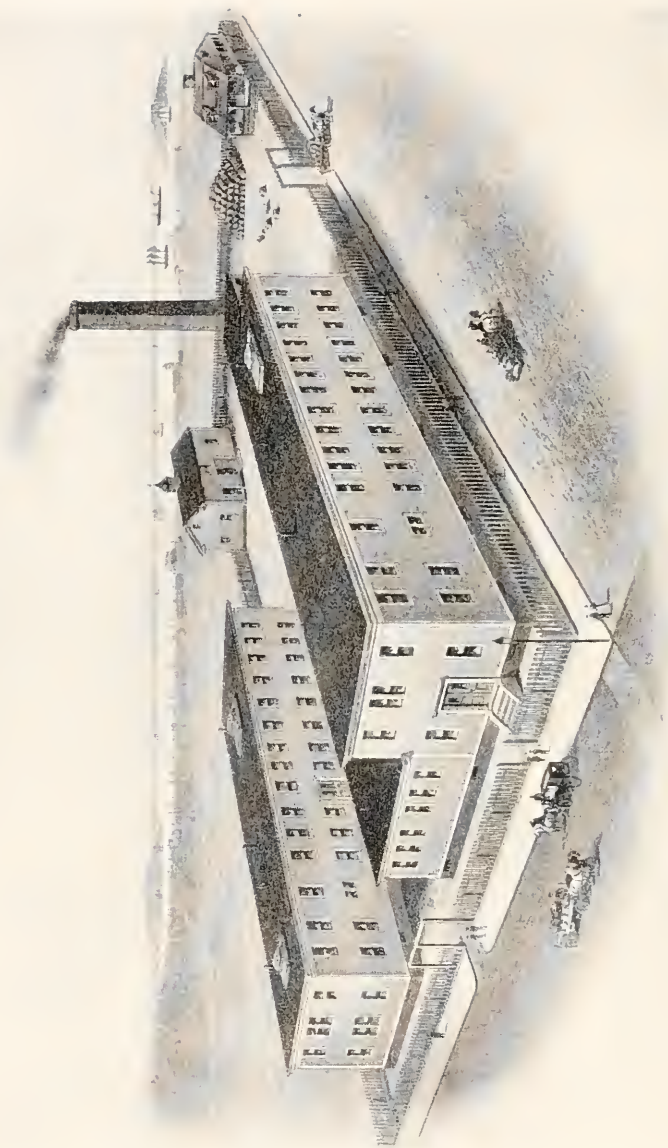


J. H. LONG.

furnished with light and power. It is one of the best locations in Boston for both light and heavy manufacturing. Mr. Long's reputation in Boston and vicinity has always been of the best. Being thoroughly conversant with the machine trade of Boston and a practical machinist he has built up a business which stands well forward in his line.

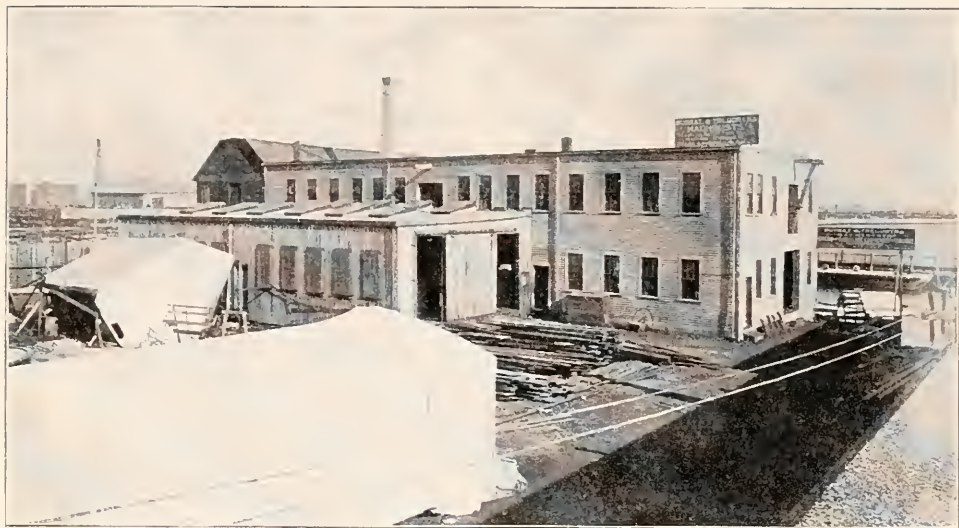


WORKS OF J. H. LONG MACHINE COMPANY, FORMERLY OLD SUSPENDER FACTORY.



WORKS OF F. E. ATTEAUX & CO., WEST FIRST STREET, MANUFACTURERS OF COLORS AND CHEMICALS,
SALESROOMS, 172 TO 176 PURCHASE STREET.

BRANCHES: New York, 260 West Broadway; Chicago, 187 E. Kinzie Street; Gloversville, N. Y., West Fulton Street;
Toronto, Ont., 53 Colborne Street; Montreal, Que., 13 Lemoine Street; Philadelphia, Pa., 11 Letitia Street.



WORKS OF MURRAY & TREGURTHA



YACHT "SCIMITAR," 51 FEET LONG, 20 H. P. GASOLINE ENGINE. MURRAY & TREGURTHA COMPANY

SHALES & MAY.

This important manufacturing plant has been in continuous operation in the present location since established by D. Shales & Company, in 1862. The goods manufactured by the present concern are not excelled, if equalled, by any of

the high character of the business carried on. The plant is located at the corner of Dorchester and Newman streets, and comprises a two-story factory building, seventy-five by 145 feet in dimension, dry houses, storage sheds, yards, etc., and on the opposite side of Newman street the firm occupy a ware-



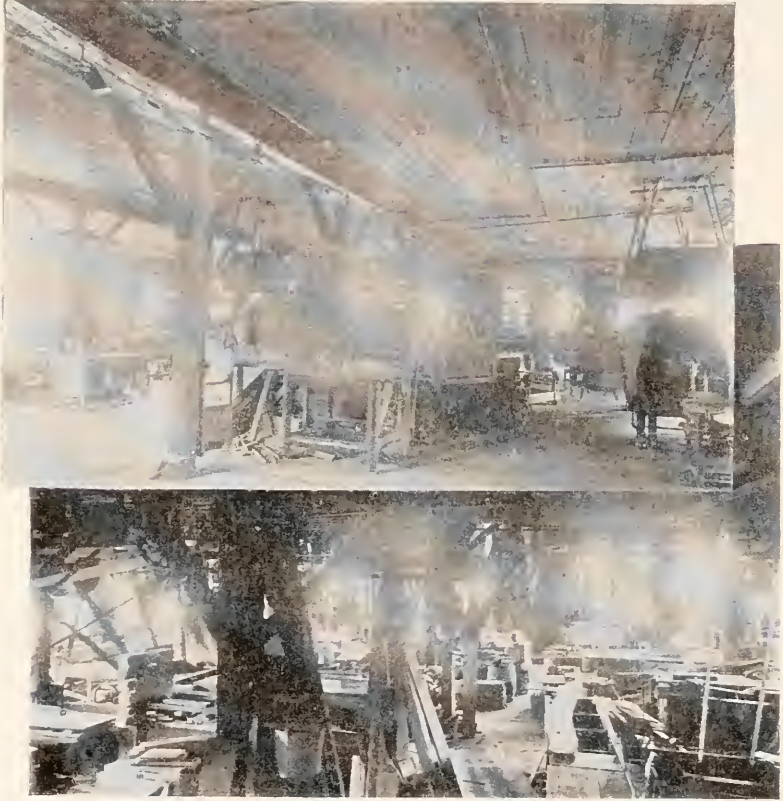
FACTORY OF SHALES & MAY. REAR VIEW.

the few in this country engaged in the manufacture of high grade furniture, and bank and office interior woodwork. Its product, being supplied to every quarter of the globe, adds greatly to the manufacturing fame of this district. The work at this factory requires the services of a class of mechanics who are none other than the highest skilled artisans; and the beautiful pieces of carved furniture and other specimens of art in woodwork emanating from there show

house for storage purposes. Since the start, so many years ago, the business of the firm has been on the steady increase and its name is a synonym to the trade for the best goods made in the world in its line. The original firm carried on the business under the name of D. Shales & Company until 1882, when the firm was changed to Shales & May, the individual members being Messrs D. Shales and R. May. In 1891, upon the regretted decease of Mr. D. Shales,

his interest was taken by his son, M. A. Shales, the business still continuing under the same firm name. The members of the concern have all been residents of South Boston and have shown an active interest in its welfare, outside of that affecting their business. Mr. M. A. Shales was born in this district and has

The innumerable tools for hand work are used with great skill by the mechanics, a majority of whom have been employed by the firm for several years and most of whom reside with their families in South Boston, thereby adding to the prosperity of this district. No little of the success of this concern has been due



INTERIOR OF FACTORY, SHALES & MAY.

always resided here. Mr. May, senior, is a native of Germany, but for many years has resided here and now has a home in Dorchester. Associated with the business also is Charles F. May, son Mr. R. May. He was also born in South Boston.

A visit to the factory of this concern is both interesting and instructive. The plant is equipped with modern machinery run by sixty-horse power steam engines and every labor-saving device is at hand.

to their talent as designers and reputation for strictly high grade and thoroughly made work. Fine modern and antique furniture, artistic interior wood-work for fitting up banks, offices, churches, and office buildings comprise the specialties of this concern. Always wide-awake and progressive, they hold an enviable name for their ability and valuable knowledge. This busy plant furnishes steady and remunerative employment to from seventy-five to one hundred men.



BOX FACTORY, P. CORCORAN & SON.

P. CORCORAN & SON.

This concern are the largest dealers and manufacturers of packing cases in this city. Their business is carried on all over the state. The demand for this class of goods has increased their business from small proportions to their

present large establishment on D street opposite the Commonwealth park gymnasium. The business was established in 1872 by P. Corcoran, and, in 1889, his son, George, became a member of the firm. In 1899 it was incorporated, with George Corcoran, as president and treasurer. The factory covers 31,500 square feet of land and employs a number of hands, mostly residents of South Boston. In a year the firm uses about one million of feet lumber

in the manufacture of packing cases. The original business was started on Battery March street. The demand for packing cases is great at all times and the sterling reputation of the concern is well known. Both the president and the founder of the concern have always resided in this vicinity.



DANIEL RUSSELL BOILER WORKS.

MULLIN & COMPANY.

Established over a score of years, this well-known coal dealing firm stands well in the front ranks of local business concerns. The firm originally consisted of Messrs. P. J. Mullin and James T. Tighe. The former well-known citizen died in 1888; his interest was then purchased by Mr. Tighe, who has since

institutions, churches and large manufacturing concerns are also supplied from these wharves with clean coal. The firm enjoys a high reputation for square and legitimate dealings with the public, and all patrons great and small are treated fairly. Mr. Tighe the present proprietor of this large coal business, resided in South Boston for a full half century, and has always identified him-



WHARVES OF MULLIN & CO.

conducted the business alone under the same firm name. The wharves and main office are located on First street, at the foot of F street, where the concern occupies nearly an acre, enjoys the privileges of one hundred feet of water front and has coal sheds of a combined capacity of eight thousand tons. There is also a branch office at 331 Fourth street. The business of the firm requires the services of twenty men and the use of fourteen horses. A large retail business is done and the teams of the concern are frequently seen delivering in sections remote from this district. Several public

self with its best interest. He attended the old Hawes grammar school and is a vice-president of the Old Hawes School Boys' Association. Although now a resident of Dorchester, he still retains his membership with the South Boston Citizens' Association, and is classed as one of the influential men of this district.

MATTAPAN DEPOSIT & TRUST COMPANY.

This financial institution, which for a decade has furnished adequate facilities for the merchants and manufacturers of

this district, was inaugurated in 1892. Its founder was Richard J. Monks who, since the organization of the company, has ably served as its president. The affairs of this bank are under the jurisdiction of the saving bank commissioners and the institution furnishes all the advantages of a national bank and, over a certain amount, interest is allowed on deposits as in a savings bank. Its capital has always been \$100,000 and, since the doors of the bank were first opened for business



MONKS BUILDING. MATTAPAN DEPOSIT & TRUST COMPANY.



INTERIOR MATTAPAN DEPOSIT & TRUST COMPANY.

a surplus of over \$43,000 has accumulated. The institution has made a noble record and has always been possessed of a conservative and able management. The quarters, in the Monks Building at the corner of Broadway and E street, are equal in point of

beauty, convenience and comfort to those of any Boston national or savings bank; and the institution naturally and easily takes an important place in the business life of South Boston. By its charter the company is authorized not only to receive deposits subject to check and transact a general banking business, but to act as trustee of estates and trust funds. Since July, 1896, the bank has paid annual dividends of four per cent to its stockholders. Its officers are all men prominently identified with large interests in South Boston. The last statement, December 31, 1900, of the bank as follows speaks volumes for the able management of the institution: Resources, notes of corporations and individuals \$243,453.45; demand notes \$187,490; time loans with

subject to check, \$791,956.79; dividends unpaid, \$2,000; certificates of deposit, \$16,066.84; total \$953,598.43. The officers of the corporation are Richard J. Monks, president; Ezra H. Baker first

vice-president; Francis C. Hersey, second vice-president; George A. Tyler; actuary; W. S. Fretch, Jr., assistant actuary. Directors: Richard J. Monks, Ezra H. Baker, George H. Bond, David H. Coolidge, John F. Falvey, M. F. Gavin, Francis C. Hersey, Charles S. Judkins, Lawrence J. Logan, Hales W. Suter and George A. Tyler. The president, Richard J. Monks, one of

South Boston's leading capitalists, is a son of the late John P. Monks, a resident of South Boston at one time, and during his life the largest lumber merchant in New England, having extensive yards



RICHARD J. MONKS, PRESIDENT.
Photo, Purdy.



GEORGE A. TYLER, ACTUARY.



W. S. FRETCH, JR., ASST. ACTUARY.

collateral, \$261,615.39; mortgage notes, \$52,550; bonds, \$57,375; cash on hand and in other banks, \$151,114.59; totals, \$953,598.43. Liabilities are as follows: capital stock, \$100,000; surplus and undivided profits, \$43,574.80; deposits

on First street. He was also president of the Broadway National Bank. The president of the Mattapan Deposit and Trust Company inherited the financial ability of his father and is one of the best-known men in Boston business

circles. He has large interests outside of the bank. He has been employed in the care of corporations and trust companies for several years and still retains a deep interest in the welfare of South Boston. George A. Tyler, actuary, who succeeded William H. Hidden Jr. was for fifteen years with Lee Higginson & Company, and is one of the most efficient financiers of Boston. His untiring efforts in behalf of the bank have been much appreciated both by the bank and the public.

SOUTH BOSTON STORAGE WAREHOUSE COMPANY.

The South Boston Storage Warehouse Company occupies the historic old building on the property of the Boston Electric Light Company, First and L streets known as the Harrison Loring building. This building is probably as well known to South Bostonians as any structure in the district. Here it was that boats were equipped for the civil war and where the plates for the now famous cruiser *Marblehead*, were made ready for the hull of that vessel. The storage company was incorporated in 1897 with Charles A. Snow as president, and L. M. Wallace as secretary and treasurer, the stockholders being

connected with the Boston Electric Light Company. The offices of the company are at room 75, Ames Building. This new enterprise and institution in South Boston is of much value to the district and is greatly appreciated. The building has almost unlimited storage capacity and has been entirely remodelled and the interior made suitable for its purposes. Since the changes have been made the building contains one hundred and fifty rooms, with a capacity for double that number. These rooms have been prepared with care and offer unusual advantages for the storage of furniture. If the business demands, the company is prepared to build as many more rooms. For the insuring of furniture stored at their commodious warehouse, the company offers more advantages than other warehouses. The best facilities and arrangements are offered, combining cheapness and safety with extremely low rates of insurance. The building is so situated as to be suitably adapted for storing all furniture or articles of value. The building is in charge of Superintendent C. A. Peterson. He is always on the premises and attends to the wants of all patrons. The establishment fills a long-felt want in South Boston and is thoroughly appreciated.



SOUTH BOSTON STORAGE WAREHOUSE.

J. F. & W. H. FALVEY.

The new building at the corner of F street and Broadway, occupied by J. F. & W. H. Falvey, commands the attention not alone of the people of South Boston but all visitors. It is a distinct addition to the growing architectural beauty of the district and adds another jewel

three stores were made one. The passing of years and increase of business demanded larger quarters which have been secured in the magnificent building just erected by them and completed December, 1900. The new building is of Indiana limestone and cream pressed brick. Four floors and a basement, each floor representing twelve thousand square



NEW STORE AND BUILDING OF J. F. & W. H. FALVEY.

to South Boston's crown of success. The members of this enterprising firm, for several years leading residents of South Boston, were born in Foxboro, Mass. Their first business venture was made in a small way at 437 Broadway, in 1882. This store was occupied until 1885, when more commodious quarters were secured at 415 Broadway, where

feet, give an idea of the facilities which the firm have for the conducting of their business. The store is finished with floors of maple, counters of ash and trimmings of cherry. The stairways are modern in width and appearance and the building is the first retail store in South Boston of its line to have passenger elevator facilities.

M. A. MURPHY.

In the front ranks of the business concerns of this district a prominent place must be given to the well-known firm of M. A. Murphy. The firm consists of two brothers William H., James J. and sister, M. A. Murphy. They were born and have always lived in South Boston, and with a large number of personal friends, they are well-known to thousands of its

one clerk and a small stock at 383 Broadway. This beginning was made at a time when the prospects were anything but bright; and their first year, known as a panic year, was certainly the most discouraging since 1872. Notwithstanding this they succeeded in laying the foundation on which they are building a business which is a credit to South Boston and a source of pardonable pride to themselves. In a very short time the

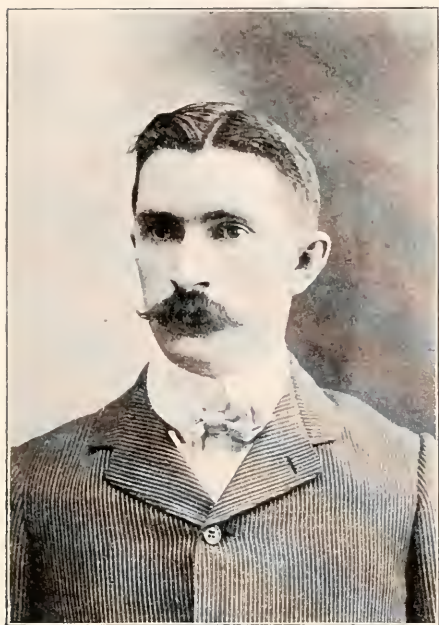


MURPHY'S NEW STORE.

people. Their parents came here in 1865 and purchased the property at 134 I street, still occupied by the family. After receiving good educations they entered upon their business career in the largest wholesale dry-goods house in New England and one of the largest in the world. Here they received a thorough training and formed a large acquaintance and were soon able to branch out for themselves.

This they did in 1895 when they opened an embryo department store with

business became too large for the store, although every inch was utilized to the best advantage, compelling them to seek larger quarters. Fortunately learning that the big store at the corner of F street and Broadway was soon to be vacated, they immediately and with characteristic promptness, secured the lease of the premises. This, their present store was fitted up in first-class style and filled with a large and well selected stock divided into thirty departments and, although it is five times the size of the old



W. H. MURPHY.



JAMES J. MURPHY.

store, it is thought that it will be only a question of a very short time when it too will be inadequate to the demands upon it. The thousands of their old customers, who submitted so patiently to the inconvenience made unavoidable by the always crowded state of the old store, have been added to by large numbers of the residents of South Boston and Dorchester who find the tiresome shopping trip to the city unnecessary. With Murphy's progressive store and modern methods so handy, they can now shop "at home" as satisfactorily. Their force of employees, which consists of from thirty to fifty bright young men and women of this section, have a reputation for courtesy

and good nature which is a very attractive feature of the business. The career of this young concern is a striking example of what industry and perseverance will do when combined with scrupulous honesty.



FORMER STORE OF M. A. MURPHY.

GEORGE M. KREY.

This energetic business man of South Boston was born and brought up at the North End of Boston and first saw light



GEORGE M. KREY.

of day in 1869. He was educated at the Elliot and English high schools. He is a son of George M. Krey, who for over half a century has been in the department store business in Boston. The subject of this sketch entered his father's store, then on Fleet street, at the age of fifteen. Later they engaged in the wholesale hat business and finally carried on no less than ten branch stores in Boston. One of these was the store now owned by Mr. Krey at 158 to 162 Broadway, and now carried on by him as the leading men's furnishing and hat store of the district, which has been a hat store for over thirty

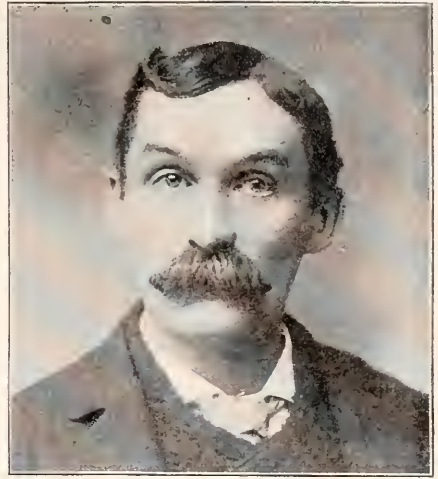
years. This store, formerly known as Murter's, was taken in hand fourteen years ago. Since that time the business has been largely increased, necessitating cutting through and taking in the adjoining store, and he now occupies the whole building. Five years ago Mr. Krey married and removed to South Boston and has since been active in public and social affairs, being a member of about a dozen organizations, including the Citizens' Association and South Boston Yacht Club. The South Boston store comprises but a small part of his business operations as he has also for some years managed Krey's large department store located at 327 to 331 Washington street. He is also in the music publishing business and the head of the Standard Music Co. and is interested in other enterprises. His business and social relations here, having been of a pleasing nature, he may well be classed as one who has a genuine regard for the best interests of the district, and one in whom the subject of South Boston touches a tender spot. His store is one of the best-known and patronized in the furnishing goods line in South Boston, and is conducted upon modern business principles, and its patrons comprise a large number of the young men of the district.



STORE OF GEORGE M. KREY.

MILLS D. BARBER.

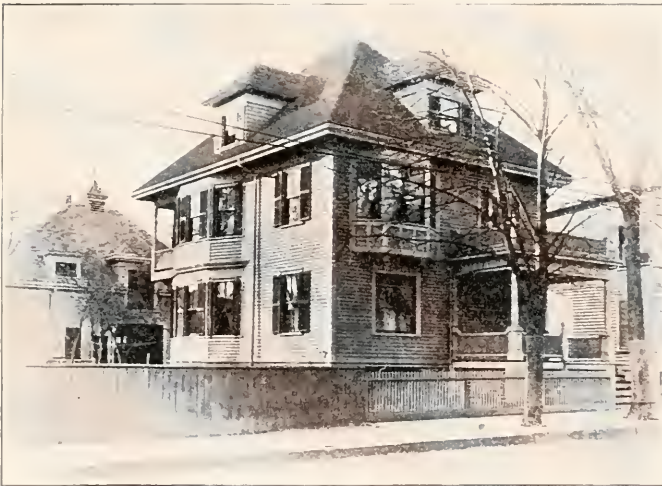
A singularly successful grocer and provision dealer of South Boston is Mills D. Barber, who conducts two stores at City Point. He has been engaged in business in this immediate vicinity since December, 1888. In one-half of one of his present stores, that located at 719 East Sixth street, he made his start in a modest way as a member of the firm of Cushing & Barber. After one year successfully serving the people of City Point, the firm became Barber & Locke. During the past three years Mr. Barber has conducted the business alone. The expansion of Mr. Barber's undertakings shows that his honorable dealings and progressive methods are appreciated by the buying public in South Boston and elsewhere. Mr. Barber's trade is not confined to South Boston, as he supplies many families in Dorchester, where his teams are as familiar as in this district. During the summer season his stores are patronized extensively by the many yachtsmen of Dorchester Bay. Mr. Barber was born in Fairlee, Vermont, and was educated in the Bradford Academy, Vermont and Offord Academy, New Hampshire. He left home at the age of twenty-one and his first situation was on the South Boston horse car line.



MILLS D. BARBER.

Photo, Ayer.

He then entered a grocery store, as a clerk. Three years later, by economy and perseverance, he started for himself. Three years ago he erected his present handsome residence and stable on Fourth street which commands a full view of the harbor. Both are models of modern architecture. The enlarging of his business has brought with it an increase of his store force which to-day numbers fourteen clerks and three bookkeepers; Five teams are required to call for and deliver the orders daily. Mr. Barber is a member of the South Boston Citizens' Association; Gate of the Temple Lodge, F. & A. M.; Shawmut Commandery, Knights Templar; United Order Golden Cross; Boston Retail Grocers' Association and the South Boston Yacht Club. This enterprising dealer has made a great success in local business circles, and it is a success that is in every way worthy and well-merited.



RESIDENCE OF MILLS D. BARBER.

LEWIS BROS.

Among the adopted residents of South Boston who stand high in business and social circles, are Daniel and James Lewis, the well-known carpenters and builders. They are of Welsh descent and of an old distinguished family of the parish of Berkeley in what is known as the tithing of Alkington division, county of Gloucester, England. Daniel was born April 14, 1841; James, September 29, 1851. Both served their apprenticeship at the carpentering trade in the old English school, where everything was

being well and favorably known for honest and thorough work. Both are members of St. Paul's Lodge of F. & A. M.; South Boston Citizens' Association; and Mattapanock Lodge, Knights of Honor; James being a past dictator of the latter and ex-governor of Mount Washington Colony of Pilgrim Fathers. He was a member of the old Lincoln Guards, doing service at the great Boston fire in 1872. Leaving South Boston for two years to work on Wellesley College, and returning in 1882, he was employed by the Old Colony Railroad Co. Daniel was married in 1866 in St. Luke's parish



DANIEL LEWIS.



JAMES LEWIS.

taught in a thorough manner. At the close of the civil war Daniel saw what he thought to be a rare chance for a young man to start out in life. Acting on his impulses he left England and came to South Boston. James came in 1870. Both were employed by the firm of Holbrook & Harlow, located on what is now the site of St. Vincent's church. Daniel remained with the firm until 1882, when he bought out the business of the late W. V. Bail. A year later James united with him, forming the present firm of Lewis Bros., located at the present time at 163 F street. The firm are mostly engaged in the jobbing business and have continued ever since with success,

church, at Bedminster, Bristol, England, to Miss Elizabeth Roberts of that place, two sons were born to them, Clement G. and W. R., the latter died in infancy, a short time after his mother. Mr. Lewis was married a second time to Miss Susan Urquhart formerly of Londonderry, N. S. On March 10, 1893 he was elected a deacon of Phillips church, to fill a vacancy caused by the death of the late Choate Burnham, and still holds that office. He was also one of the founders of Phillips chapel in 1874. James was married to Miss Isabella C. Thompson of South Boston. Eight children have blessed their union, seven of whom, one boy Cyrus Carter, and six girls, are now living,

tion Daniel is a Congregationalist and James an Episcopalian; in politics both are Republicans, and always interested in whatever pertains to the best interest of South Boston. The history of Lewis Bros. is well known to the older residents, who have followed their progress with much interest. Family records are found in Berkeley and Hawkesbury Upton parish churches, England.

HENRY C. BISPHAM.

The oldest druggist in South Boston, Henry C. Bispham, is one of the best known men of this district and conducts an extensive business at 472 Broadway. Thirty-six years ago Mr. Bispham commenced business with George P. Brooks, at the corner of Fourth street and Dorchester avenue. Five years later he continued business alone at the corner of Fourth and D streets, where he remained for ten years, after which he disposed of his interest in that location and opened a new store at his present location, where he has been for twenty-one years. Early in life he attended the Massachusetts College of Pharmacy, and his establishment has always maintained a reputation for accuracy in filling

prescriptions. Mr. Bispham is a native of Dorchester, and was born in 1846. His family is an old one in that locality. His father was connected with the Blue Hill National Bank for fifty years and up to the time of his death was president of that well-known bank. Mr. Bispham has been a member of the Odd Fellows for thirty-one years; and is a member of St. Paul's Lodge, F. & A. M.; St. Matthews Chapter, St. Omer Commandery, Knights Templars and Aleppo Temple, M. S. He was for a number of years a trustee of the Massachusetts College of Pharmacy. He is proprietor of several staple medicinal preparations of repute and merit. He was a resident of South Boston for thirty-two years and later moved to Dorchester, but is at present a large property owner here. He has always been interested in the welfare of the district.

CLARENCE HALLETT.

Clarence Hallett, the well-known stationer and newsdealer has been a resident of South Boston for the past fifteen years. During that time he has successfully managed a growing business and stands in the front ranks of the energetic business men of this district. He was born in Yarmouthport, Mass., fifty-two



HENRY C. BISPHAM.



CLARENCE HALLETT.

years ago, and received his early education in the schools of his native place and the Middleboro Academy. Some years ago he was engaged in the piano business in this city; but in 1884 he established himself in this district at 675 Broadway. Ten years ago he purchased the business of A. G. Pike, then located at 365-367 Broadway. From a small beginning his business has increased to generous proportions. His two stores are considered the leading ones of the district for a perfect line of stationery, fancy goods, sporting goods and fireworks. He owns considerable real estate in this section, is an active member of the South Boston Citizens' Association and is affiliated with the Odd Fellows and Ancient Order of United Workmen. Close application to business and a thorough study of the wants of his large trade have made him a successful business man and one who has earned a prominent name in South Boston business circles.

CHARLES H. ADAMS.

One of the leading house furnishers of South Boston is Charles H. Adams who conducts a large business in the historic old church building at the corner of A street and Broadway, where, for many years, the services of the Phillips church were held. Mr. Adams was born in Ludlow, Vt., and, after receiving a practical education, came to South Boston, about thirty years ago. He entered the store of O. Adams & Son, the senior Adams being a great-uncle of the subject of this sketch. Mr. Adams remained with this concern, growing up with the business from clerk to proprietor. In 1879, with his brother-in-law, A. J. Adams, the firm of C. H. & A. J. Adams, so familiar to the older residents of South Boston, was established. Five years ago, Mr. Adams acquired his partner's interest and has since conducted the store under the name of C. H. Adams & Co. The building occupied is seventy-five feet by eighty feet and contains four floors thoroughly supplied with medium-priced furniture, carpets, housefurnishings and a general stock of goods for furnishing

the home. Since starting in business Mr. Adams has met with continued success. The business has increased steadily with a trade extending within a radius of several miles. It is a known fact that he sells goods at prices lower than stores in the city proper, where high rents and high salaried clerks take a large portion of the



CHARLES H. ADAMS.

Photo, Purdy.

profits. He is a resident of South Boston and to-day is one of the most interested citizens of the district.

HORACE N. HATCH.

One of the leading men of this district is Horace N. Hatch, who is engaged in the plumbing and hardware business at 130 Broadway. He was born in Jefferson, Maine, and learned the trade of a plumber and tinsmith in Damariscotta. In 1866 he came to South Boston and went to work for S. F. Thompson. Later he went to Cambridge where he was employed for two years at his trade. He later returned to South Boston, and with his brother, M. L. Hatch, purchased the business of his former employer. Two years later he bought out his brother's interest and has continued with success to the present time. He conducts a large hardware, heating, plumbing and general jobbing business and gives employment

to from twelve to eighteen men. He has also become interested in real estate and is one of the large taxpayers of the district. He is a member of the South Boston Citizens' Association; Bethesda Lodge and Mt. Washington Encampment, I. O. O. F.; St. Paul's Lodge, F. & A. M.; St. Mathew's Royal Arch Chapter

Mutual Life Insurance Company and several fire and liability companies. He is an active Republican and was a candidate for the House of Representatives from Ward 15 in 1900. Mr. Kershaw is a charter member of the South Boston Aid Association and since its organization has been successively honored with



HORACE N. HATCH.

and St. Omer Commandery, Knights Templar and is a thirty-second degree Mason. He has not been in active politics, nor a seeker for office, but was elected member of the Ward 15 Republican committee for 1901. He was married to Miss Georgie D. Teague of Damariscotta, Maine, and three children have been the result of the union, but one of whom, Walter H. Hatch, now a man grown, is living.

ROBERT KERSHAW.

One of the influential business men of this district is Robert Kershaw. He was born in Bury, Lancashire, England and came to America in 1889. He has been in business in South Boston ever since that time. His business in this district embraces the South Boston collection agency, district agency Dominion Atlantic Railway and Yarmouth Steamship companies; he is also agent for the Union



ROBERT KERSHAW.

Photo, Cassill.

the office of financial secretary. He joined John Bright Lodge 403, Sons of St. George at its organization, and was chosen president for two years. He was appointed grand sentinel of the grand lodge in 1896, and passed through all the chairs, being elected grand president in 1899. He is also a member of the South Boston Citizens' Association. He was a trustee of the Victorian Diamond Festival and conducted a large chorus of children at the Victorian Jubilee Festival in Mechanics building in 1897. He has been a member of the Harvard church quartette of Charlestown for ten years, and its director for nine years, previous to which time he sang in St. Mathews church of this district. He is identified with many societies in Boston.

SYDNEY J. OLPIN.

A veteran carpenter and builder, and resident of South Boston for the past

thirty-four years, is Sydney J. Olpin. He was born in Gloucestershire, England, in 1837. After a practical schooling he spent seven years as an apprentice at his trade in England, coming to this country in 1866. He entered the employ of Holbrook & Harlow. Eighteen years ago he commenced business for himself and has worked on several of the leading buildings of South Boston, earning a high reputation for his thorough work. He is connected with the United Order of the Golden Cross and is also a member of the South Boston Citizens' Associa-

JAMES P. TANCRED.

A leading plumber of South Boston is James P. Tancred, who, for a quarter of a century, has plied his vocation in this district. He has been located in business for himself in his present quarters for twenty years. He carries a large stock of stoves, ranges, and furnaces, and has at all times an efficient corps of experienced plumbers in whom he places the greatest confidence. Mr. Tancred is considered one of the most practical men in drainage matters in Boston. His wide



SYDNEY J. OLPIN.

Photo, Cassill.

tion. Mr. Olpin is a prominent member of the Phillips Congregational church, having been a teacher in the Sunday-school for several years. Since coming to Boston he has made his residence in South Boston, with the exception of three years spent in Jamaica Plain and two years in Somerville. He was married in 1866 to Miss Elizabeth Sarah Wescombe, at Bristol, England. They have had six children born to them, three of whom are now living: John Sydney, Walter Wescombe and Bessie Joyce. Mr. Olpin has for many years resided on Eighth street. He is a man of sterling integrity combined with strict temperance principles.



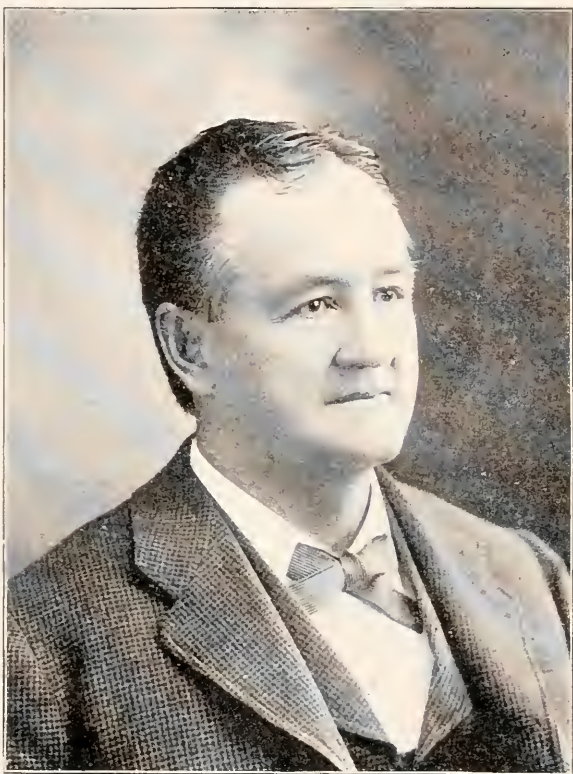
JAMES P. TANCRED.

experience in ventilation and sanitary plumbing has made for him a name which holds well in this community. His establishment is always a busy one. During the many years he has been catering to the wants of the people of South Boston he has made his work satisfactory. He has done much important work in South Boston and vicinity, a feature of his line being remodelling the plumbing of residences, which work he has done to a great extent. He has lent his coöperation in matters of importance relating to this district. He is a member of the Master Plumbers Association of Boston, a body that stands high in the circles of master mechanical organizations of this city.

JOHN HOGAN.

One of the prosperous men of South Boston, and one who holds an enviable reputation in real estate and general business circles is John Hogan. He has always held a prominent position in the public eye, and his methods of dealing with all have made him popular, not alone in South Boston, but in a large portion of the metropolitan district. Mr. Hogan does a large business in South Boston; but his transactions are not confined to this district alone. He has manipulated many extensive deals in real estate all through New England. For twenty-five years Mr. Hogan has been a resident of South Boston and his career during that period has been marked by a history of strict integrity and square business dealings. Mr. Hogan possesses a thorough knowledge of the value of real estate properties; the smallest tenement house and the largest business block are easily within the scope of his keen judgment and can be appraised by him with accuracy. As a public-spirited citizen he bears a name of which any might well feel proud. During his long residence in this section he has been identified with many important transactions that have tended to increase the standing of South Boston. It may be said that he was one of the originators of the idea of selling houses on easy monthly payments, thus enabling those of moderate means to occupy a home and at the same time pay for it. Mr. Hogan also stands high as an auctioneer and represents fourteen companies as an agent of fire and plate glass insurance. Mr. Hogan occupies a high social position in South Boston. His genial disposition and manner of good fellowship make him popular with

all with whom he comes in contact. He is past regent of Winthrop Council, R. A.; past chief ranger of St. Michael's Court, Massachusetts Catholic Order of Foresters, and past chief ranger, Bay State Court. Ancient Order of Foresters. For several years he was one of the principal officers of the Knights of St. Rose. He is also a member of the Mosquito Fleet

**JOHN HOGAN.**

Yacht Club, the South Boston Citizens' Association, Mt. Washington Lodge, A. O. U. W., and Robert Fulton Council K. of C.

CHARLES H. CAREW.

The success of Charles H. Carew, the well-known restaurateur and confectioner presents a shining example of South Boston pluck and energy. He was born in South Boston, October 12, 1860, and



CAREW'S RESTAURANT.

attended the Lincoln grammar and Boston Latin schools. At the age of sixteen he left home to learn the printers' trade in New York. He learned the trade of compositor and, after four years, he returned to Boston and secured employment on the mechanical force of the Boston "Courier." Later he became proofreader on the Boston "Star." He then served six years in the mechanical

department of the Boston "Herald." This was the end of his career in the printing business, for over six years ago he launched into the restaurant business in a small way. The growth of his business has been apparent to all in South Boston. So rapidly has the business increased that to-day finds him the proprietor of the largest and most successful dining-room in this district. The estab-



CAREW'S SUMMER PALM GARDEN.

lishment is open night and day for the accommodation of the public. April, 1900, Mr. Carew determined to spread his business and purchased the ice cream and confectionery business of Edwin D. Barber, which for years had been one of the leading stores in South Boston where the best grades of confectionery were to be found. May 1, he commenced extensive alterations of the premises and constructed in the rear of the store, the famous palm garden, known as Carew Hall, the most attractive ice cream parlor in Boston. During winter seasons this is used as a public hall for parties and entertainments. All modern appliances are at hand for the manufacture of select grades of candies and ice cream. Mr.



CAREW'S CONFECTIONERY STORE.

J. W. Stephens, who was the leading insurance agent of this district and who came to South Boston in 1855. The subject of



CHARLES H. CAREW.

Carew is interested in South Boston real estate and is a member of the South Boston Citizens' Association.

CAPTAIN WILLIAM STEPHENS.

Captain William Stephens, one of the most active members of the South Boston Citizens Association, is the son of the late



CAPTAIN WILLIAM STEPHENS.

this sketch was born in South Boston and attended the Lincoln school. The young man had a liking for the sea and at the age of twenty was one of the youngest sailing masters on the New England coast. He was first master of the bark A. Houghton, which sailed from Boston to Sierra Leone, West Africa. He then commanded the barks Bolivia, Emma F.

Herriman, Julia E. Haskell, Albertina and the Horace Scudder. Fifteen years ago he retired from the seafaring life and for five years was a conductor on the old South Boston railroad which in those days operated horse cars. Ten years ago he was placed in charge of the Otis D. Dana estate and has ever since looked after the business with extreme vigilance. He is a Republican and takes a deep interest in politics, being chairman of the ward committee from 1897 to 1900. He is a member of St. Paul's Lodge, F. & A. M., Ancient Order United Workmen, New England Order of Protection. He has always been held in the highest esteem by the fellow members of the organizations of which he is a member, and has assisted the Citizens' Association on committees of importance.

JOHN C. NEAL.

A reliable grocer of South Boston, is John C. Neal, whose well-known store is located at the corner of Dorchester and National streets. Mr. Neal's standing in South Boston business circles needs no better statement than the fact that he has been located in the same store for twenty-seven years, which is the long-



JOHN C. NEAL.

est period any grocer in this district has been located in one store. He is therefore not only one of the oldest merchants in South Boston but one who has always had a high standing in South Boston business circles.

Mr. Neal came to Boston thirty years ago from the town of Newcastle, N. H. Before attaining his majority he engaged in business with a young companion, under the firm name of Neal & Thomas. The twain had no practical experience in the grocery business and it was only their rough country education that stood for the young men in their early business career. They continued in business for thirteen years. Mr. Neal con-



INTERIOR OF J. C. NEAL & CO.'S STORE.

tinued business after the partnership had been dissolved and he has to this day maintained a reputation for being honorable in all his dealings and providing only the best class of goods the market affords for his select line of customers. His store is the acme of perfection in neatness and highly attractive at all times. Mr. Neal's endeavor is to satisfy his customers, a trait that never fails to please even the most fastidious. Mr. Neal is interested in many societies, he is a director in the Boston Retail Grocers' Association and a member of Rabboni Lodge, F. & A. M.; Ancient Order United Workmen; Pilgrim Fathers; New England Order of Protection and was a charter member of Pow Wow Tribe, Improved Order of Red Men. Mr. Neal at the present time is a resident of Mattapan where he has a beautiful home. He is an active member of the Norfolk Unitarian Society, a body well-known in church circles throughout Massachusetts. This merchant has always been interested in the welfare of South Boston.

J. C. TIBBETTS.

One of the leading grocers of South Boston is J. C. Tibbetts, whose standing in this community is most excellent.

He conducts a prosperous business at the corner of B street and Broadway. Mr. Tibbetts was born in Essex, but his parents removed to Hamilton when he was an infant, where he spent his boyhood days; and, after receiving a practical education, he entered mercantile life, in a grocery store at Hamilton, at the age of twelve years, Mr. Tibbetts now owning the land upon which stood the store. He spent six years in that thriving country store at Hamilton, when

he determined to come to Boston. His first application for a position was in the old store of W. B. Mendum, where he served his employer faithfully for a period of four years. Strict economy and popularity with the trade enabled him then to engage in business for himself. Since his first engaging in business for himself he has continued successfully without inter-



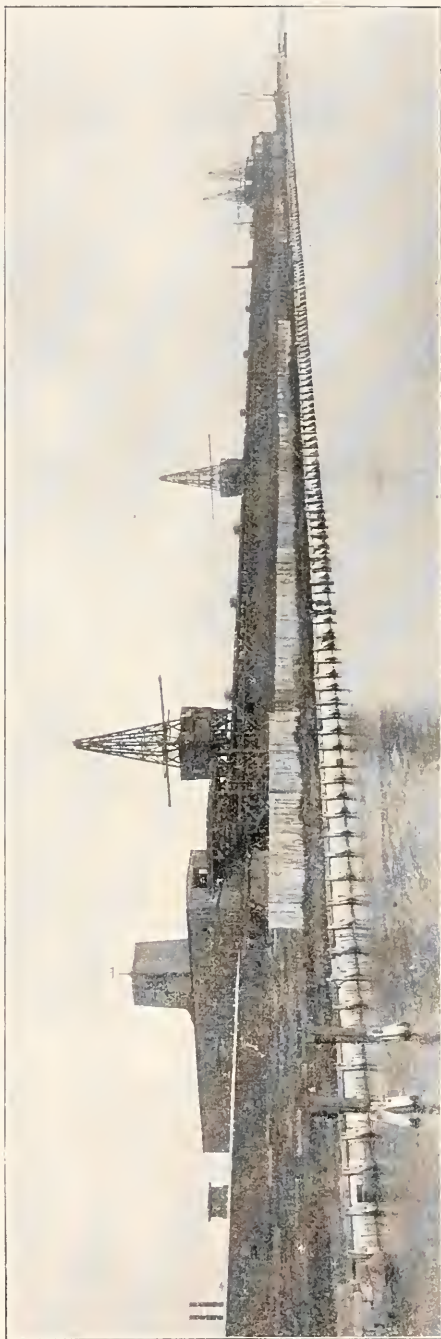
J. C. TIBBETTS.

ruption to the present day. Although a young man in appearance, he has been engaged in business since 1869, when he established his first store at 185 Fourth street. At the end of three years his business had assumed such proportions that he was obliged to seek new quarters and he moved to the store at the corner of B and Fourth streets, nearly opposite his first stand. He continued to prosper in this place of business until 1893, when he removed to the present prominent loca-

tion at the corner of B street and Broadway. Mr. Tibbetts has always been looked to as one always square in his business methods, and to-day retains trade that came to him in his early business career. His place of business is thoroughly stocked, and customers express themselves as never having been disappointed with either his goods or business methods. He is one of the most interested citizens in the welfare of South Boston and has added his full quota in benefiting the locality in which he resides. He is a member of the South Boston Citizens' Association; a founder of the Boston Retail Grocers' Association; a past grand of Tremont Lodge, I. O. O. F., and was a district deputy of the Grand Lodge for five years. He is also a member of Massachusetts Encampment, I. O. O. F.; and an associate member of Dahlgren Post, G. A. R. Mr. Tibbetts is a Republican in politics. He is a faithful attendant of Phillips Congregational church. His career is one that adds lustre to the history of South Boston. His long connection with this district has made him one of the popular business men. In 1873 he was united in marriage with Vera A. Grover of Foxboro, Mass., and two children have blessed their union. Alva G. who is now associated with his father at the store, and John C. Tibbetts now deceased.

EDWARD W. BARRY.

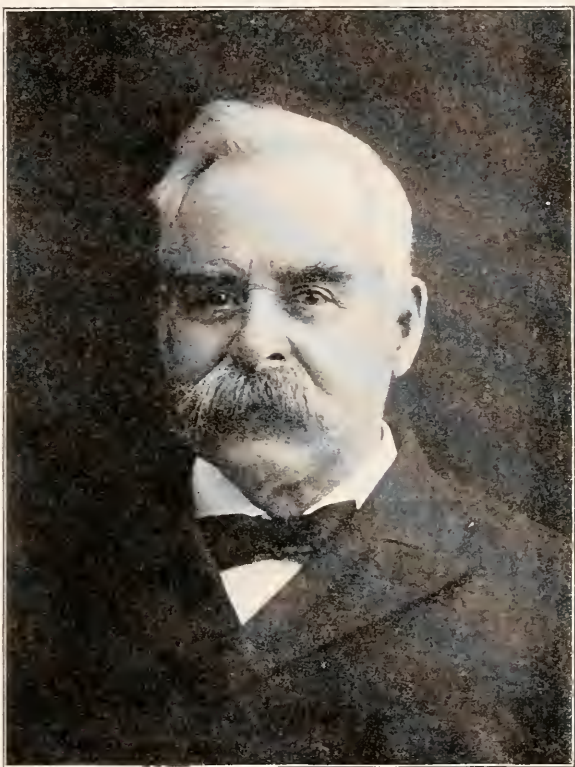
Nearly a half century of successful business life Edward W. Barry has rounded out in the peninsular district. Another half century of life may be his if the longevity of his paternal ancestry is borne out in him. He was born in Ireland, near the Lakes of Killarney in the county of Kerry, November 22, 1835, he attended the brothers' school at the monastery in Killarney until he reached the age of fifteen when he was attracted to America and sought a home and fortune here. His first employment in this country was at Weston, Mass., where he began life as an apprenticed baker with compensation of fifty cents a week and board. Three years later he came to



L STREET WHARVES, METROPOLITAN COAL COMPANY.

South Boston and took the position of foreman for Samuel Newmarch whose business was at the corner of 4th and C streets. A few years later he began his prosperous business career by starting a baking establishment in a humble way on Northampton street; and, subsequently, with increasing growth, he moved to Harrison avenue: where is now the residence of the Archbishop of Boston at the rear of the Cathedral of the Holy Cross. About the beginning of the War of the Rebellion Mr. Barry came to South Boston again, and opened his baking business in a new building which he erected between C and D streets, on Fourth street. Success seemed to meet his every endeavor and soon his wares became known to the people of Boston and to this day the old families of the Peninsula and the South and North Ends, and Dorchester well remember "Barry the Baker." In the early seventies there were three of his bakeries in South Boston and six teams were kept busy supplying his trade throughout this city. The public institutions and other places were numbered among his patrons and to-day, still active in business, he retains as his customers several large consumers, notably the Massachusetts Eye and Ear Infirmary and Suffolk county jail. In 1880 Mr. Barry erected a block at the corner of Mercer and Eighth streets and there removed his business, while still retaining possession of his first South Boston property holdings, which he had increased largely, and which he still owns. About this time he branched out in the horse sale and boarding and carriage stable business under the firm name of Barry & Locke; but this he discontinued after a few years and devoted his time to his baking interests. Mr. Barry's only hobby in life has been good horses and

he has raised some of the fastest ever bred in the East. Among them were Belle Wilkes and Foxy, for which he refused \$8,000. He now owns the famous pacer Dandy O., 2.11, the only twelve heat race winner living. Mr. Barry has taken a lively interest in politics in South Boston and was one of the early organizers of the Democratic party in this city.



Photo, Cassill.

E. W. BARRY.

In 1874 he represented old Ward 7, now Ward 13, in the common council, when men now high in national and state affairs sat in that body. He has since served only as a member of the ward and city committee in both Wards 13 and 15 and on delegations to conventions; as he has refused to accept other public offices tendered him. Mr. Barry is at present connected with several fraternal and benevolent organizations, though not as many as in earlier years, when he was

the active head of the first South Boston athletic club and was president of the American Association of Hibernians. Mr. Barry's wife's maiden name was Miss Sarah Shea who came from an old and honored Irish family. His great-grandmother was the original Kate Carney, of whom poets and men of renown in both England and Ireland have written. His mother who still survives, and is hearty and well at one hundred, was of the famous family of Burkes. Mr. and Mrs. Barry have four children living. Thomas Jackson Barry, leader of the Suffolk bar on theatrical laws and contracts, Mrs. D. H. Cram of New York one of the few women contractors in America, Edward P. Barry president of the Inquirer Publishing Company and Wm. A. Barry a professor of music.



ELBRIDGE H. GROVER.

ELBRIDGE H. GROVER.

One of the oldest business men of South Boston is Elbridge H. Grover. He is one of the best-known druggists of this section, and a citizen who has always been held in the highest esteem. Mr. Grover was born in Newton Upper Falls where he attained his early education, afterwards attending a commercial college in Boston. His mercantile life



GROVER BLOCK.

was commenced in Boston, where, as a young man, he received his first insight into business life. In the Civil War he served with credit as an officer in the navy with the fleet commanded by the famous Admiral Farragut. He served on the *Arkansas*, *Admiral* and *Augusta Dinsmore*. In 1868 he came to South Boston and entered the employ of Howe & Nelson, then a well-known firm on Broadway near E street, as a clerk. He was afterwards employed by Dr. Gardner of Merrimac street and later by Levi Dodge of Charlestown. Mr. Grover launched into business for himself and purchased the store of William C. Jenkins, at the corner of B and Fourth streets, which he has conducted with success to the present day. The building, at the time of its purchase was a two and a half-story structure, and it was in 1870 that it came into possession of Mr. Grover. In 1880 he tore down the old building and, in its place, erected a four-story brick building which added much to the architectural ornamentation of this district. During his business life in South Boston, Mr. Grover has been held in high esteem by the people of South Boston, and has occupied a place high in the ranks of the business men of this district. He is well-known among the older residents of this dis-

strict as a reliable business man, honest in all his dealings and true to his friends. He is a member of several organizations, including the Massachusetts College of Pharmacy; St. Omer Commandery, Knights Templar; the Kearsarge Association of naval veterans, and the Ancient and Honorable Artillery Company.

TAYLOR BROTHERS.

The business carried on by Taylor Brothers, wholesale and retail dealers in

Me., February 16, 1859. His childhood was passed in Bangor, Me., and Auburndale, Mass. where he attended the public schools until fifteen years of age. About this time his mother died, and the home being broken up, he began life by going to work in Boston and later in Bangor. From that place he went to Easton, Pa. where he spent one year in a large furniture house, leaving there to engage in business with an elder brother in southern Kentucky. The failure of his father's health made it necessary for him to



ALBERT J. TAYLOR.



WILLIAM R. TAYLOR.

butter, cheese and eggs, at 132 Dorchester street, was established in 1873 by Joseph P. Taylor, father of the present proprietors. On March 1, 1883, one of the sons was taken into the firm, and a little later the other. The firm name was changed at this date to J. P. Taylor & Sons, and so remained until September 1, 1889, when the senior member, who is still living at the age of eighty years, retired.

Since his retirement the concern name has been Taylor Brothers. The business has always been conducted on honest lines; nothing is misrepresented, customers are sure of getting just what they buy, courteous treatment, and right prices.

Albert J. Taylor was born in Hermon,

return to South Boston, where he has since resided. He was married September 11, 1884, to Emma L. Nason of South Boston and has been blessed with three children, two boys and a girl, all living. The family reside at 5 Linden street, his own property. He is connected with St. John's M. E. church, and for a number of years was superintendent of the Sunday school. He is also a member of Bethesda Lodge, I. O. O. F.

William R. Taylor was born in Hermon, Me., August 31, 1862. His early days were passed in Bangor, Me., Auburndale and Sudbury, Mass. After leaving Sudbury he came to South Boston, and entered the Bigelow school, from which he graduated in the class of 1879. He then entered the business with his father,

remaining there one year, returning to Sudbury, where he was employed by the Central Massachusetts Railroad. From here he went to Burnside, Ky., where his eldest brother employed him until he was called home by the disability of his father. Admitted to a partnership in his father's business in 1884, he has since been a resident here. In 1884 he married Emma C. Badger of Natick. Three children were born, including two boys now living.

He is a past grand of Bethesda Lodge No. 30, I. O. O. F.; past chief patriarch of Mount Washington Encampment No. 6; and trustee of Bernice Rebekah Lodge No. 36 I. O. O. F. He is also a member of St. Paul's Lodge, F. & A. M., of which he is now marshal. He resides at 156 Dorchester street, having purchased the estate about three years ago.

HUGH R. GRAY.

One of the bright young business men of South Boston is Hugh R. Gray, of the firm of Hugh R. Gray & Co., druggists, at the corner of Broadway and Dorchester streets. He is a business man of the young school, but one who has shown by his ability and perseverance that his lesson was learned from the lives of people older and more accomplished than he. His pharmacy is conducted on the plan of all high-class drug stores, and prescriptions are compounded in a thoroughly systematic manner. Mr. Gray is also president and general manager of the Gray Chemical Company, a concern that has placed several patent preparations on the market, which have met with a ready sale. Mr. Gray was born in the famous old town of Bucksport, Maine, July 13, 1864. His father was a ship

owner and for a great many years a captain in the merchant marine. He was educated in the grammar and high schools of his native town after which his education was completed in the East Maine Conference Seminary in Bucksport. He longed for a broader field of commercial life early in his career, and about twenty years ago he left his home



Photo, Ayer.

HUGH R. GRAY.

and came to Boston. He was not long in this city when he secured employment. One of his first positions was with Charles E. Eames, a druggist at the corner of Charter and Hanover streets; a store that has been occupied as a pharmacy for seventy-five years. He was afterwards employed by several other well-known druggists, notably W. H. Knight, of Hanover and Court streets, and Tower & Co., Worcester and Washington streets. With the knowledge attained in these

stores, and a course at the Massachusetts College of Pharmacy he soon became a registered pharmacist. He came to South Boston over three years ago and opened a store at the corner of D and Fourth streets. When the store at the corner of Broadway and Dorchester street became vacant he at once secured it and established the healthy business that is found there at the present time. Mr. Gray is well known in social and fraternal life. He is a member of the Boston Lodge of Elks; St. Omer Lodge, Knights of Pythias of Cambridge; Bucksport Lodge 30, Ancient Order United Workmen, of Bucksport, Maine; South Boston Lodge, Improved Order Heptasophs; Mosquito Fleet Yacht Club; Ingomar Club and South Boston Wheelmen. He was married June 10, 1885, to Miss Harriet Morrill Fifield of Bucksport. Mrs. Gray is an officer of Mt. Washington Colony, United Order of Pilgrim Fathers.

EDWARD L. HOPKINS.

In the ranks of South Boston's most energetic young men is found Edward L. Hopkins, whose rapid advance in the business world has placed him on the pedestal with many men of more mature years. He is one of the well-known real estate men and is also a constable. He comes from a family that has held an honored name in South Boston for over half a century. Mr. Hopkins is but twenty-nine years of age. He was born in South Boston and graduated from the Lawrence school in the class of 1886. His business career commenced early, when he accepted a position as clerk for Edward Tracy, a real estate dealer. Ten years ago Mr. Hopkins branched out for himself and established himself in the store 362 Broadway. His success in a number of real estate transactions is conclusive evidence that he has not made any mistake in his choice of a business life. His experience in the real estate field, coupled with a natural foresight has made him familiar with the value of real estate in all parts of South Boston, in the past and future. His activity has secured success for him. At the present time



EDWARD L. HOPKINS.

he is agent for over one hundred houses in South Boston and has the care of a number of important estates. He is an able auctioneer, a justice of the peace and a legally appointed constable. Mr. Hopkins is a member of Winthrop Council, Royal Arcanum; Robert Fulton Council, Knights of Columbus; Division 13, Ancient Order of Hibernians; Mosquito Fleet Yacht Club; South Boston Citizens' Association and an honorary member of the Shawmut Rowing Club. Mr. Hopkins has always been known as a successful athlete. Time and again he has been honored as an official at big athletic meets, where he served successfully and without hesitation, and has always given honorable decisions. His history although short is an honorable one.

JAMES ELLIS.

This leading furniture dealer, located in business at the corner of Broadway and B street, has always been closely

identified with the interests of South Boston. Mr. Ellis came to this district in 1884. His present store is one of the oldest in its line in South Boston. It was formerly conducted by A. G. Neary and later by C. H. Robinson. The subject of this sketch first entered business in this district under the firm name of Ellis & Lewis. Later the firm consoli-

vements in the building. His constantly increasing business demanded more floor space, and besides changes in the old building, he added the entire block on B street, through to Silver street. He also occupies stables in the rear of the stores. The old building owns its share of military history, as it was formerly used as an armory for the

South Boston companies of the Ninth regiment. The firm makes a specialty of selling goods on the installment plan, a system that appeals strongly to many of his customers. The business of the house is not confined to South Boston as the delivery wagons are regular objects in the suburbs. Mr. Ellis is well-known in social life. He is a member of the Ancient and Honorable Artillery Company and was sergeant in that organization in 1896, when that company made its famous trip to London and the Continent. He is also a member of the Benevolent and Protective Order of Elks; South Boston Citizens' Association; Catholic Union of Boston, Boston Athletic Association and the Old Dorchester Club, and a member of the Mt. Washington Encampment, A. O. U. W. Two years ago he took a leading part in the election of Congressman Henry F. Naphen. He



JAMES ELLIS.

dated with C. H. Robinson and for six years Mr. Ellis was at the Boston store. It was during this time that he gave up his residence in South Boston. He could not foresee the advisability, at the time, of taking the South Boston store again, and as his business took him to the city he changed his place of residence. In 1895 Mr. Ellis returned to South Boston and assumed charge of his old store, remaining here ever since. During the succeeding years he has made many im-

spends his summers on his farm near Blackstone, Mass., where he enjoys an uninterrupted view of four states, Massachusetts, Rhode Island, Connecticut and New Hampshire, from Wigwam Hill, the highest point in south-western Massachusetts, which is on his farm. Mr. Ellis has added much to the business success of South Boston and is esteemed as one of its leading men. He is recognized as an able business man of the district.

HARRY J. MEGHRAN.

One of the most successful of South Boston's younger business men is Harry J. Meghran, the deservedly popular real estate agent with a place of business at 494 Broadway. Mr. Meghran is one of the few young men in his line of business who has been brought up in the real estate school. From the time he left the influences of school life his hopes were centered in this particular line. He is a South Boston boy by birth and breeding. He is the son of Mary A., and the late Patrick T. Meghran and was born September 12, 1872. His father was one of South Boston's oldest residents, having been born in this district. His mother is an old Fort hiller. He attended the Bigelow school and completed his education at Comer's Commercial College, thereby adapting himself to the particular line of business he is destined to follow. After leaving college he entered the employ of John A. Devine, as clerk, and rapidly won his way to the favor of his employer. He remained with Mr. Devine from 1889 to 1898 and was confidential clerk and financial agent. It was in 1898 that he determined to venture out for himself and opened the office at 494 Broadway. In May, 1900, he opened an office on Bowdoin street, Dorchester. In both of these offices he carries on a general real estate business, auctioneering, collections of rents, management of real estate, placing of mortgages, justice of the peace, appraiser and fire and life insurance. One of the most notable events in Mr. Meghran's short career, is the highly creditable manner in which he has handled the immense Dorchester estate

known as Mount Ida. This land, which covered about twelve acres, has been cut up into house lots. He is a young man of a retiring disposition. He is affiliated with Pere Marquette Council, Knights of Columbus. He was married October 9, 1900, to Miss Margaret F. Heffren of Dorchester. After his marriage he took up his residence in Dorchester and occu-



HARRY J. MEGHRAN.

pies a pretty residence at 468 Quincy street.

JOHN M. SULLIVAN.

A dry goods merchant of South Boston and leading citizen of the district is John M. Sullivan, who holds a place high in the ranks of business men. Mr. Sullivan was born in Moncton, N. B., in 1860. After attaining an education in the schools of his native town, he came to Boston and

entered the employ of the firm of Hogg, Brown & Taylor, at that time one of the best-known dry goods houses in this city. He served three years in the employ of this firm, during which time he gained a valuable knowledge of the business which he chose for his career. After severing his connection with this firm he came to South Boston and entered the employ of

store seventy-five by thirty feet with a basement of the same dimensions. Every nook and corner of this store is filled with a stock of desirable goods, well suited to the large buying population of this district. Mr. Sullivan has been an active and interested resident of South Boston, and has always been classed as a progressive merchant and public-spirited citizen. He is a member, and at the present time secretary, of the Mosquito Fleet Yacht Club, and a member of the Columbia Yacht Club; City Point Catholic Association; Knights of Columbus; Division 66, A. O. H.; Royal Arcanum; Ancient Order of United Workmen. He is also a director and one of the original incorporators of the South Boston Coöperative Bank. Mr. Sullivan was married in 1887 to Miss Catherine Moffett of Charlestown. The result of the happy union is three bright children. As one of the district's best-known business men, Mr. Sullivan's advice has been availed of on many matters of interest concerning the development of South Boston.

LESTER E. AYER.

This leading photographer of South Boston, and probably one of the youngest men pursuing this line of business in Boston, is Lester E.

Ayer, who conducts a creditable studio at 202 Broadway. Mr. Ayer is a sturdy New England boy, with all the pluck and courage for which the boys of this section are noted, and his advancement to the position he now occupies was won only by hard work and perseverance. He was born February 24, 1869, in the city of Augusta, Me. There he grew up and attended the public schools of the city until he reached the age of sixteen. He looked forward, like many other Maine boys, to the



JOHN M. SULLIVAN.

B. Eldridge, for years a well-known dry goods man of this district. September 28, 1889, he purchased the store 441 Broadway and started in the dry goods business on his own account. Since that time, by his wide-awake methods and his faculty of pleasing customers, he has increased his operations from small dimensions to an extremely large and growing business. In 1895 he was obliged to enlarge his store by building a thirty foot extension to the rear. This made the

greater cities, where youth was encouraged and ambitions fostered. With business sentiments uppermost in his mind he came to Boston. His intellect drove him in the direction of the art of photography, and he at once proceeded to sharpen his mind on the trade which seemed his by nature's calling. He spent several years in different studios in

It was under W. C. Thompson, of the Opera House Studio, at Amesbury that the subject of this sketch received the finishing touches of his education in the art of photography. In the last days of Mr. Latto many important changes were made in this profession. Improvement followed improvement and the old school was obliged to make way for the new school. When Mr. Latto died, Mr. Ayer purchased the business. All improvements of the new school of photography have been made the special study of Mr. Ayer. He has kept the pace made by the leading photographers of the country.



LESTER E. AYER.

New England until he mastered the profession. Then his zeal and energy dictated to him the seeking of another field and he went to California. He remained at the Golden Gate until 1895 when he returned to Boston. Soon after returning he entered the employ of J. C. Latto. Mr. Latto, up to the time of his demise some months ago, held the reputation of being one of the leading photographers of Boston. His trade included some of the best residents of South Boston and the neighboring sections.

P. F. QUINN.

¶ Among the younger business people of South Boston is P. F. Quinn, the proprietor of the "Broadway Hat Box," situated at 375 Broadway, opposite the Bank. Mr. Quinn is a South Boston boy, born in this district twenty-five years ago. He is a young man who, by his own perseverance, individuality and determination, to-day occupies a position in the business world high above many who have been for years fostering different lines of business. His career in the hat and cap business is a very short one, dating back but three and a half years.

After graduating from the Bigelow school he entered mercantile life, in which he continued for six years. In April, 1897, he accepted a position as salesman with M. F. Quinn at the corner of D street and Broadway. Here he remained until January, 1899, when, having mastered the hat and cap business, he purchased the new store in the Glynn building. Although but twenty-three years of age he showed the material he was made of, and since assuming control of the store has built up a large and

substantial patronage, having a line of headwear and gloves best suited to the wants of the people of South Boston. He is a member of St. Vincent's choir, a



P. F. QUINN.

teacher in the St Vincent's Sunday-school and a member of South Boston Council, K. C., and the South Boston Citizens' Association.

THOMAS F. PHILLIPS.

Thomas F. Phillips, the well-known coal and wood merchant of South Boston, the son of Patrick Phillips, an old resident and merchant, was born in South Boston, March 26, 1857. He has always resided in this district and has been identified with its interests. He was educated in the Lawrence grammar and English high schools, and this was supplemented with a course at Comer's College. He then entered mercantile life and became bookkeeper for John Cavanagh and Sons, the building movers and bridge builders. In 1882 he engaged in the coal and wood business for himself, which business he has carried with success ever since. At the time of the building of the new South Station his wharves and main offices were located at 424 Federal street. The advance of passenger terminal facilities in Boston forced him to surrender his coal pockets, with a capacity of forty thousand tons, to the Boston Terminal Company. Since

then he has been located at 56 Dorchester avenue. He controls a large trade, not only in South Boston and Dorchester but in the city proper and Brookline, and supplies many institutions and churches. He has several branch offices in this district and Dorchester. In April, 1899, the business was merged into a close corporation, with Mr. Phillips, the principal stock holder. Mr. Phillips is a member of the Boston Coal Club; South Boston Citizens' Association; Chari-



THOMAS F. PHILLIPS.

table Irish Society; Catholic Union of Boston, and is also a director of the Mount Washington Coöperative Bank.

RUSH BROTHERS.

Perhaps no young business firm has achieved greater success in South Boston during recent years than that of Rush Brothers, who conduct extensive markets, on Broadway and Dorchester street, in South Boston, and on Warren street, Roxbury. The firm consists of Reuben Rush, who was born in England, February 6, 1868 and Thomas Rush, born in England, August 12, 1869. They came to Boston from their native heath in 1884. After working three years for the West End Street Railway they went to Chicago, and engaged in business. Soon after

they moved, and their new scene of action was in Akron, Ohio. They finally located in New York city where they engaged in the sale of typewriters, with offices in Baltimore, Boston and New York. It was in 1893, that they disposed of their typewriter business in New York City. Reuben went to the World's Fair in Chicago, and Thomas came to Boston. Upon the return of Reuben from the World's Fair, Thomas had bought out the provision business located at 439 Broadway. They then removed to South

orator. He has figured quite prominently in the Democratic politics of Ward 15 having served as chairman of the ward committee. In 1893 he was united in marriage with Miss Georgia Lailee. Four children have blessed their union, three of whom are now living.

Thomas Rush is just as well and favorably known in the business world as his brother. He has not, however, occupied as prominent a place in every-day affairs, being of a retiring disposition. He devotes all his time to the successful busi-



REUBEN RUSH.

Boston, where they have since made their homes. The year following the purchase of the establishment on Broadway they extended their business operations by opening the store on Dorchester street, and sometime later they opened their successful store in Roxbury. They are unusually enterprising men and are heartily interested in the progress of South Boston. Reuben Rush, who for many years had made a study of financial and labor questions, came into prominence in local politics in 1896, when he met Edward Atkinson, the well-known citizen and orator of Brookline in joint debate. The event took place in Gray's hall and Mr. Rush showed himself to be an able expounder of the money question. He is an able and eloquent



THOMAS RUSH.

ness he assisted in establishing. He was married in 1894 to Miss Annie Eden and they have one child, a bright boy of five years. Rush Brothers have contributed much to the success of South Boston and stand well in the estimation of its citizens.

W. H. MILLS.

The proprietor of the great China and Pacific Tea Company, importer of high grade teas and coffees, has been in business for twenty years. It was in 1880 that he engaged in the tea and coffee business at 241 Broadway near C street. His trade gradually increased and his operations were soon extended to two other stores located at 437 and 649 Broadway.

These he conducted in addition to the original store. Mr. Mills systematized his affairs to such an extent that he was enabled to concentrate the entire business into one store.

He employs several courteous clerks, and deals in teas, coffees, butter and eggs. He also carries an extensive stock of china-



W. H. MILLS.

ware, kitchen furnishings, and glassware, which are given away to regular customers. Mr. Mills' store has always been known as one of the most reliable places in South Boston where high class goods can be obtained. Mr. Mills is identified with St. Paul's Lodge, F. & A. M.; St. Matthews Chapter of Royal Arch Masons; St. Omer Commandery, Knights Templar; Ancient Order of United Workmen, and Troop A., National Lancers. He has always resided in South Boston and takes a deep interest in the welfare of its community.

H. GORDON.

If fair dealings with all and a clean business record count, then H. Gordon, the enterprising jeweler whose store is one of the best known on Broadway, has well earned a position in the history of South Boston. He is a native of Germany, but an adopted citizen of Boston for some years. Since casting his lot with the business men of this district, in

August, 1897, he has achieved that success which only rewards the industrious and the deserving. First starting in a small way in a small part of what now comprises his present handsome store at the corner of B street and Broadway he has gradually forged ahead. At the beginning of the year 1900 his business had outgrown the quarters. Securing a lease of the adjoining store, he took away the partition and enlarged and remodelled the establishment to its present state. A clever judge of diamonds and precious stones, a practical watch-



STORE OF H. GORDON.

maker and all-round jeweler, his success has been rapid. In the watch-making department he now gives steady and remunerative employment to skilful watch-makers, and oftentimes has more than two hundred time pieces in process of repair. His reputation for honorable treatment of patrons has now become firmly established in this district where business reputations are never achieved unless justly earned. Mr. Gordon is active in all South Boston matters of public interest.

JAMES W. ROSE.

One of the younger progressive business men of this district is James W. Rose, who has been engaged in the bicycle



JAMES W. ROSE.

and phonograph business for the past five years. Mr. Rose is a South Boston boy, and well known throughout the district. After obtaining a practical education, he finally entered the store of John E. Lynch, the well-known wall-paper dealer, where he remained for eight years, and gained a valuable insight into business life. He displayed much talent in the interior decoration of homes. Since starting in business for himself he has been particularly fortunate in all his transactions, all his efforts turning out successfully. During the summer season his store has been the Mecca for South Boston bicyclists. During the winter months he conducts a large business in phonographs and graphophones. He also possesses an orderly temperance pool room. He is a versatile young man and an accomplished banjoist. His services are required on many occasions for the entertainment of his friends who consider him a recognized artist on this instrument.

EDWARD J. WHEELER.

One of the most reliable tailors of South Boston, is Edward J. Wheeler,

who was born in Canada and educated there. He acquired his trade in Ottawa, Canada in 1880 being then a resident there. He later went to Chicago and Minneapolis, where he plied his trade, and in 1884 he came to Boston. He has been the instructor in the business of several young men and he has given many a good start. On October 1, 1888, he started in business for himself, at the corner of Broadway and I street, where he has been ever since. Since coming to South Boston Mr. Wheeler has gained a high reputation



EDWARD J. WHEELER.

and is known as one of the most reliable and accurate tailors in Boston. He designs his own patterns, a portion of the trade that is not known by all who are engaged in it. Mr. Wheeler has for his customers some of the leading men of South Boston and the city proper. All goods that leave his establishment must not alone be satisfactory to his customers, but to himself, a point he is strenuous about. His employees are the best to be secured for his line of high grade work. He is a member of the Art Society of Boston; Knights of Columbus; Ancient Order of Hibernians; the South Boston Citizens' Association and the Mosquito Fleet Yacht Club.

CORNELIUS P. FLYNN.

One of South Boston's most influential business men and one who holds high rank among the druggists of the district is Cornelius P. Flynn, whose drug store is situated in Andrew square. His business career covers several years in South Boston. He was born in Portsmouth, N. H., and attended the grammar and



CORNELIUS P. FLYNN.

high schools of that city. In 1872, he came to Boston as a bookkeeper in a manufacturing house. At the end of six years he entered the store of his brother, W. H. Flynn, then located under Washington Hall in Andrew square. Six years later the business was removed to Geer's block, its present location, erected for his late brother's business. A few months later his brother was compelled to seek rest in Florida and New Mexico, and while at Bonito, in the latter territory, he was shot and killed by a desperado. The subject of this sketch then succeeded to the well-established business. Mr. Flynn is a member and former vice-president of the Massachusetts State Pharmaceutical Association; Boston Druggists' Association, and Massachusetts College of Pharmacy; president of the Apothecaries' Guild of Boston and vicinity, and

the South Boston Druggists' Association; and secretary of the New England Retail Druggists' Union. He has always been identified with local improvement organizations and is president of the Lonsdale Improvement Association and a member of the Ashmont Improvement Association and the United Improvement Council of Dorchester. He was formerly treasurer of the Washington Village Improvement Association. Through his efforts Andrew square was named and the branch station and reading room of the Public Library was established in the Andrew square district. His store is a sub-station of the Boston Post Office; a culture station for the Boston Board of Health and an anti-toxine station for the Massachusetts State Board of Health.

JOHN J. H. LAMPARD.

One of the best-known dry goods and gentlemen's furnishing stores in this section of the city is that of Mr. John J. H. Lampard at 443 Broadway. This store has always carried a fine line of gents' furnishings and Mr. Lampard is the haberdasher to many young men in this district. Here also can be found an excellent and choice line of small wares and ladies' furnishings, also dry goods. For



JOHN J. H. LAMPARD.

many years Mr. Lampard has been associated in business with H. L. Diman, and at one time the store was located at the corner of Broadway and Dorchester street. The increased business however necessitated moving into a larger and more adequate place. Last July Mr. Lampard purchased Mr. Diman's interest in the business, which has since been conducted under his name. Mr. Lampard was born in London, England, but came to this country when eight years of age. He attended the Bigelow and Andrew schools, after which he entered into mercantile business. Later he was employed with Coleman Mead & Co. where he remained eight years, and became thoroughly familiar with the dry goods business. This house does a large and extensive business, due in a measure to the courteous treatment the customers receive from the clerks. Mr. Lampard has never taken any active part in political affairs but is interested in the welfare and advancement of the district. Most of his time is devoted strictly to business, although he is well known in social circles.



ROBERT EMMETT.

GEORGE N. CASSILL.

A name familiar to this district is that of Cassill the enterprising and progressive photographic artist. George N. Cassill is a native of Iowa, and has been engaged in his line of business for many years. Although western by birth he is an eastern man by adoption and has been a resident of this vicinity for the past seven



GEORGE N. CASSILL.

years, during which time he has conducted a successful business at 376 Broadway. He has done the photograph work for many of the leading houses of the city and has distinguished himself for the many fine specimens produced. Mr. Cassill has been especially successful with interior effects, besides being skilful in all branches of the art. He makes a feature of portrait work, copying, bromide enlargements and finishing for amateurs. His excellent carbonette photographs have attracted widespread attention. He is a thoroughly competent workman and has made several of the portraits and views reproduced in the pages of this book. They in themselves show his ability in this line.

GEORGE R. CAVANAGH.

George R. Cavanagh, the building-mover, comes from the family of building-movers that are known all over New England. The subject of this sketch was born on Baxter street, and is the son of William R. Cavanagh. His father and grandfather were both engaged in the building-moving business. He attended the Bigelow and English high schools and went to work with his father at the age of eighteen years. On the death of his father the young man took the



GEORGE R. CAVANAGH.

business under his own charge, and has conducted it alone to this day. He has extensive yards adjacent to the Old Colony railroad and on E street. The latter yards have been in continuous use by the family since 1840. Father and son have achieved much reputation from the large contracts they have undertaken and carried to a successful finish, many of which were very difficult to carry out. Mr. Cavanagh has always been held in the highest esteem by the people of South Boston. He has travelled extensively through England, Ireland and France. He was resident of South Boston up to the year 1893, when he moved from this district and built a comfortable residence on Pierce avenue, Dorchester,

where he now resides. He is a practical man in his line of work, and the growth of his business has been marked each year. His office and timber yards are located at 311 Dorchester street, South Boston.

DANIEL ALLEN.

Because of his large and favorable acquaintance, gained through extended connection and prominence in numerous secret organizations, Daniel Allen needs little introduction through this page. An adopted resident of South Boston since 1869, he was born in St. John, New Brunswick, July 4, 1849. He was educated in the Madras central school, of his native town, and learned the trade of a carpenter, which calling he pursued with success even before he took up his residence here. His interest in social and fraternal organizations, dates back to his becoming a good Templar in St. John. Shortly after coming to South Boston, in 1869, he joined Washington Lodge, Knights of Pythias; he is now a charter member of Socrates Lodge K. of P.; Mizpah Lodge, N. E. O. P.; and Mount Carmel Commandery Knights of Malta, in all of which lodges he was active in the foundation. He is also a member of the grand commandery of Massachusetts of the Knights of Malta; charter member and past noble grand National Lodge, I. O. O. F.; grand master of the Daughters of Malta; member for the District Lodge, Manchester Unity I. O. O. F.; and in 1900 was elected sovereign grand master of the Continent of America of the Eodacea, the controlling body of the Daughters of Malta, Knights Hospitalers of St. John of Jerusalem. Mr. Allen has for many years been connected with the Dorchester Street Methodist church, being one of the trustees and board of managers of the church extension and missionary society; has for three years, also, been the Scribe of King Solomon Priory, Great Cross; Abisida Siesta, Princess of Bagdad, and for a longer period a member of the South Boston Citizens' Association. Besides his prominence in



DANIEL ALLEN.

social life, he has become well-known as a master carpenter with office and shop at 460 Broadway. He has for three years been warden of the Ward 15 Republican caucuses and is an active and esteemed resident of the district.

JOHN FRANCIS CONNERS, M.D.V.

Dr. John Francis Connors, doctor of veterinary medicine, scientific investigator, honor graduate of Harvard university and veterinary surgeon, was born in South Boston, March 8, 1876. He is the son of Patrick Connors, an old resident of this district. He received his early education in the Thomas N. Hart school being one of that school's first class of graduates. He then went to English High school and Comer's college. He later entered Harvard College and was one of the first graduates to be given a degree in veterinary medicine, with honor. His offices are located at 400 Broadway and also at his home, 301 Eighth street. Since coming to South Boston his worth in his line has been readily observed. His practice has grown quite large and he has made many friends among those possessing fine horseflesh. Dr. Connors is very promi-



DR. JOHN FRANCIS CONNORS.

nent in educational and fraternal circles. He is a member of the Harvard College Alumni; Harvard University Veterinary Medical association; Knights of Columbus; Mosquito Fleet Yacht Club, and many of the social and driving clubs of Boston and vicinity. He is also a former house surgeon of the Harvard clinic. Dr. Connors has written many essays on matters pertaining to his profession and ranks high among the veterinary surgeons of this country.

JOHN R. McHUGH.

John R. McHugh, one of South Boston's most promising young lawyers, was born in Pittsburg, Pa. His father, Martin P. McHugh, who is a carpenter, migrated to South Boston when the boy was still young, and the early education of the young man was finished in this section. He attended the Lawrence grammar school and then entered the English high school, graduating in 1894. Mr. McHugh entered the Boston University law school in October, 1896, from which institution he graduated in the class of '99. His legal training was not confined to books, however, as he had one and one-half years of actual legal training in the office of Congressman Henry F. Naphen. He was admitted to

the Suffolk bar in July following the date of his receiving his degree. He is a most brilliant young man and has been eminently successful. Mr. McHugh is very prominent in social and fraternal bodies. He is identified with the Wolfe Tone Club; Division 57, A. O. H.; Lawrence Club; Twenty-Five Associates, and several other local societies. In each of these organizations Mr. McHugh is held in high esteem. For a young man his advancement has been indeed rapid.



JOHN R. MCHUGH.

In his profession he has attained a place seldom secured in such a short time by a man so young. He is located in a pleasant office on School street, and his South Boston office is at 460 Broadway.

DANIEL V. McISAAC.

One of the rising young attorneys of South Boston is Daniel V. McIsaac. He is an ex-member of the legislature and lives in a comfortable home on Dorchester street. He was born in Pembroke, Me., about twenty-nine years ago, and at the age of twelve, he came to Boston with his parents. His early education was received in the John A. Andrew school, after which he entered the printing business. While earning his living he did not neglect his mental education, and

during his spare time he read law. He entered Boston University and received his degree from that institution in 1898, being admitted to the Suffolk bar shortly after. He served in the common council in 1897-98, and in the House of Representatives in 1899-00. During his last year in the House he was on the Ways and Means committee. Through his efforts a bill was introduced and passed asking for a new municipal building to fill a long-felt want in South



DANIEL V. McISAAC.

Boston. The bill was not signed however. During his career in the city government he secured the unfinished bath-house and gymnasium on Ninth street. He has been successful in his law practice, and in 1900 was retained as counsel in the famous Julius Adams will case, which involved half a million of dollars. His Boston office is at 27 School street. Mr. McIsaac is a member of the Knights of Columbus; Ancient Order of Hibernians and the Improved Order of Heptasophs.

SAMUEL M. BURROUGHS.

This well-known citizen has been a resident of this district for the past ten years and is now located in business for himself at 110 Dorchester street. He

was born in Virginia but a greater part of his life has been spent in New Jersey with his grandfather and uncle. It was with them that he learned the business of a funeral director and early in life he attended and graduated from a New York embalming school. On coming to Boston he entered the establishment of Messrs. Lewis Jones & Son, with whom he remained for a period of a year and a half, since which time he had been in the employ of J. B. Cole & Son. He

one year Mr. Elliott has held a residence and a business here. He was born in Hollis, N. H., seventy-one years ago. He carries on an extensive carpet-cleaning establishment on Champney street, with an office at 104 Dorchester street. He is known as one of the most reliable persons in his line of business in this city, calling for and delivering carpets all over Suffolk county. At his office he also fills demands for cameras and photographic supplies. He holds



SAMUEL M. BURROUGHS.



WILLIAM E. ELLIOTT,

brought here with him a valuable experience of which the patrons of his employers received the full benefit. It was on December 1, 1900, that he secured the lease of his present store, which is the original location of the late J. B. Cole. His rooms are fitted up in the most modern style and his facilities are in every way adequate. Although not a native of Massachusetts he is thoroughly in sympathy with the institutions of this Commonwealth and is especially interested in the welfare of South Boston. He is a member of Bethesda Lodge, I. O. O. F., and stands well in business circles.

WILLIAM E. ELLIOTT.

A veteran business man of South Boston is William E. Elliott. For thirty-

a high position in the community, and is well known in Boston fraternal circles. He is a member of Washington Lodge, F. & A. M., of Roxbury; Bethesda Lodge, I. O. O. F.; charter member of Unity Lodge, A. O. U. W., in which body he has been through all the chairs; charter member, Mattapanock Lodge, Knights of Honor; charter member Friendship Lodge, Knights and Ladies of Honor; New England Order of Protection and the South Boston Citizens' Association. His factory property, a large one of its kind, is situated near the new Strandway. In all his dealings with the public he has held an enviable reputation, acquired by strict attendance to business and long residence in this district, and all knowing him, regard him highly.

F. C. FLOYD.

Frederic Clark Floyd was born in Saco, Maine, in 1837. His grandfather, Samuel Floyd, was a lineal descendant of General William Floyd, one of the signers of the Declaration of Independence, whose ancestors emigrated from Wales in 1684, with William Penn. Mr. Floyd



FREDERIC CLARK FLOYD.

removed to Boston in 1860, and relinquished a collegiate education, in April, 1864, to join a company of volunteers in West Cambridge (Arlington) which later was attached to the Fortieth (Mozart) Regiment of New York Infantry. He was promoted sergeant and participated in the siege of Yorktown, and in the battles of Bull Run, Williamsburg, Fair Oaks, White Oak Swamp, Glendale and Malvern Hill, where he was wounded. He was honorably discharged after a service

of two years. Sergeant Floyd returned from the war and engaged in clerical and newspaper work until 1879, when he became the editor and publisher of the "South Boston Inquirer" which he continued until 1890. He then established the "South Boston Bulletin" which he relinquished six years later, to accept an appointment as building inspector for the City of Boston, which position he still holds.

In the conduct of his newspaper, Mr. Floyd was a determined enemy of what he considered to be wrong and a fearless advocate of what he believed would promote the interests of South Boston. Although a Republican, he advocated the election of men to public office regardless of their political affiliations. As an editor, Mr. Floyd succeeded in creating a favorable public sentiment upon the topics he discussed. He was one of the original members of the Citizens' Association. Editor Floyd urged the establishment of Marine Park, and he vigorously assailed the location of liquor saloons in its vicinity. He favored the establishment of a branch of the public library and first suggested the formation of the Mattapan Deposit and Trust Company. He was one of the first to recommend establishment of a high school.

Mr. Floyd is an enthusiastic Grand Army comrade and for many years has been connected with Dahlgren Post and identified its history. After his marriage in 1863, to Miss Anna B. Luce of Hermon, Maine, they came to South Boston and resided here over thirty-five years. Their children, Fred G., Ira Waldo and Edna, were born here, and educated in the South Boston grammar and Boston high schools. Mr. Floyd is now a resident of Roxbury.

JOHN B. McNUTT.

John B. McNutt was born in Truro, Nova Scotia. When he came to South Boston in 1861, he was employed by Burrill & Whitney, afterwards engaging in business for himself, with Charles Wall, which attempt was unsuccessful, but has, since the year following, conducted a successful business, being at the present time a veteran in painting and decorating. Soon after coming to



JOHN B. McNUTT.

South Boston Mr. McNutt identified himself with military life and served in both the Pulaski and Lincoln Guards. After several years prominence in the state militia, during which he won distinction and prizes at rifle practice, he received his honorable discharge, and retired from the service as commissioned sergeant of Company E, First Regiment, M. V. M. He was united in marriage with the daughter of Thomas M. Spinney in 1880, and resides at 589 East Ninth street.

WILLIAM H. QUIRK.

A leading wholesale merchant and an old resident of this district is William H. Quirk whose interest in the locality has ever been demonstrated. He was born in the western part of the county of

Limerick, Ireland, and came to this country in June, 1864. His first employment here, was in the large Washington Mills at Lawrence, where he was a cloth measurer. He afterwards entered a grocery store in Lawrence. After serving his employers faithfully there, he was offered the inducement of more pay and



RESIDENCE OF W. H. QUIRK.

came to Chelsea, Mass., to take charge of a grocery and provision store, where he remained two years and succeeded in building up a large business for his concern. He left there to still better his condition and receive a much larger salary as travelling salesman for a western distillery. At the end of two years he left that concern and, coming to South Boston, became manager for the wholesale house of Campbell Brothers. After two years' successful management of that large business, he opened his own store at the corner of E and Eighth streets in



WILLIAM H. QUIRK.

1878, where he has since continued with marked increasing success. During the first year of his business, he conducted both a wholesale and retail liquor business; but he now confines his business strictly to the wholesale trade. In 1900 he built the present new store, which is one of the neatest in Boston, and is seventy by thirty-three feet in dimensions. Mr. Quirk has a large trade, not confined to the limits of South Boston, and his reputation is that of a merchant of strict integrity, whose goods comprise some of the finest brands of liquors in the world. Before the Hanley & Casey Brewing Company went into the brewers' trust, Mr. Quirk was one of the directors of that concern. He is the owner of much real estate, and is one of the large taxpayers of South Boston. He has never sought nor accepted public office. He has for several years resided at 580

Seventh street. He also owns a finely equipped stable on Ninth street, and being a lover of fine horse flesh, is possessor of some handsome high-bred Kentucky horses, his principal amusement being the saddle.

THOMAS JACKSON BARRY.

There are few lawyers in this state, if not indeed in the whole country, that have such a wide circle of friends and acquaintances as Thomas Jackson Barry, eldest son of Mr. and Mrs. Edward W. Barry of this district, and brother of Mr. Edward P. Barry of the "Inquirer." Since he graduated from the Harvard law school in 1881, he has been prominent both at the bar and in politics. He has made a specialty of contract and corporation law, and is the leading attorney in New England, and one of the greatest lawyers in America on laws affecting theatrical

contracts and matters of theatrical interest in general. Mr. Barry was born in South Boston, January 1, 1857, and before entering Harvard he graduated with honors from Lawrence grammar, the English high and Chauncy-Hall schools. In his early legal career he devoted much time to politics, and for two years was president, and four years vice-president, of the Democratic city committee. He has ever been a staunch party man, and even now takes a lively interest in municipal and national political affairs. He has always found time to attend to his duties as a member of many social and fraternal organizations, and for a long time was exalted ruler of the Boston Lodge, Benevolent and Protective Order of Elks. For a number of years Mr. Barry has had spacious offices at No. 48 Congress street, in the heart of the business dis-



THOMAS JACKSON BARRY.

trict of Boston, and he has about him an excellent corps of assistants. Mr. Barry is married and has three children, Don, Albert and Marguerite. His winter home is on Trull street, Dorchester, and he has a beautiful summer house at North Falmouth on Buzzards Bay.

FRANK J. HANNON.

This citizen is a son of the late Timothy Hannon who took up his residence in South Boston about 1840, and resided at 333 Second street until 1891, the end of his notable life, which occurred when he was seventy-two years of age. During his active business life he cut down a major portion of the high hills which made South Boston so unfit for travel in former years, grading the streets and using the soil to fill in First street and the adjoining territory. He is well

remembered by the older citizens by whom he was held in the highest esteem as a man and a cherished friend. When his business was at its height he employed, oftentimes as many as two hundred men. As old age began to assert itself he gradually became less active and at the time of his lamented decease his business was at its minimum. His son was born in South Boston and attended the Bigelow school. He, later, studied for the priesthood at Our Lady of the Angels Seminary, Niagara Falls. Inheriting strong tastes for active business he gave up the study of theology and engaged in mercantile pursuits. After some years in the dry-goods business he started in the teaming and excavating business thirteen years ago and from a modest start has attained a large business and high reputation, being the largest contractor in his line in Boston

and one of the best-known and most reliable in the city. In excavating the Perkins Institution property on Fourth street from G to H streets, involving the removal of from 40,000 to 50,000 cubic yards, he used the first steam shovel utilized for similar purposes. In lowering the hill for laying the foundation for the new Gate of Heaven church, he fulfilled a contract equally large, using oxen and plow for this purpose. Mr. Hannon also cut through and graded Storey street using the material for filling the new Strandway and Marine Park. The excavating for the new Colonial Theater, Hotel Touraine, Masonic Temple and large Jordan building are among the large contracts carried out by him to the entire satisfaction of all concerned. Mr. Hannon possesses large stables on First street in which are kept forty or fifty teams. He often employs one hundred



THE LATE TIMOTHY HANNON.

men and laborers. He is a member of the South Boston Citizens' Association; Knights of Columbus; Master Builders Association and one of the directors of Mount Washington Coöperative bank.

T. HANKS' SONS

This old and reliable hardware concern was first established in 1868 by the late Thomas Hanks, father of the present proprietor. The original location was at the foot of Broadway. The founder was an Englishman by birth who established a business, in late years grown to large proportions, by treating all fairly. His knowledge of cutlery, tools and general hardware, was acquired in the mother country; and after opening his first store in South Boston he soon had justly earned the confidence of his customers. In 1885 Sidney A. Hanks became his

father's partner under the firm name of T. Hanks & Son. Soon after it became apparent that the trend of business was moving up Broadway, the business was removed to larger quarters at 319 Broadway.

January 7, 1892, Thomas Hanks died leaving a wife and three children. The business was then conducted by his two sons, Sidney A and Joseph H. Hanks, under the name of T. Hanks' Sons, when it was removed to its present central location, 449 Broadway. In December, 1899, after a bright and active business career, the elder brother, S. A. Hanks died. Since his death the business has been successfully continued under the same style by Joseph H. Hanks. He has upheld the good name of the store, while modern methods have been introduced to keep pace with the

times. General hardware, tools, cutlery, paints, oils and glass are the principal articles carried and a large and increasing trade has been conducted from the start. The present proprietor is a native of South Boston and obtained his education in the public schools. He was brought up in the hardware business and absorbed in large degree the extended knowledge of cutlery possessed by his father. He is a member of Gate of the Temple Lodge F. and A. M. St. Matthews Chapter, and St. Omer Commandery K. T.; and is well-known as one of the most reliable of South Boston's young business men. Although most of his life has been spent as a resident of this district, he now resides in Dorchester.

The business as now conducted reflects credit upon its able management, the reputation of the concern being unsullied since its foundation.



THE LATE THOMAS HANKS. THE LATE SIDNEY A. HANKS.

J. H. HANKS.

JOHN J. TEEVENS, JR.

One of the ambitious young men of this community is Councilman John J. Teevens, Jr., of Ward 14. His father, Col. John J. Teevens, has been actively engaged in business here for the past thirty years. Councilman Teevens was born in Boston, June 7, 1875, but when very young he removed with his parents to this section. After attending the Cyrus Alger school he entered the Bigelow, from which he graduated in the class of 1890. He then pursued a course of study in the English high school, graduating in 1893. While here

Mr. Teevens had the distinction of being major in the Boston school regiment. He also took the one year advanced course, and prepared for college. In his last year at the English high school, he was connected with the school paper as one of its editors. In 1898 he graduated from Harvard College and since that time he has been attending the Harvard law school. He expects to be admitted to the Suffolk bar next June. For a young man, Mr. Teevens has been quite active in political affairs and last year he was elected to represent Ward 14 in the lower branch of the city government. He is a member of the Celtic Club; City Point Catholic Association, William E. Russell Club; Jefferson Club; Somerset Associates and Parnell Monument Fund Association. He resides at 87 P street.



JOHN J. TEEVENS, JR.

EDWARD R. McCORMACK.

This young and progressive business man has been a resident of South Boston all his life and was born February, 21, 1876. His education was received in the public schools of this district, having attended the Tuckerman, Pope and Lincoln schools, graduating in the class of 1892. He then entered the employ of his father, Raphael McCormack, and for two years took full charge of his property. Mr. McCormack then entered the employ of Isaac N. Tucker, a leading plumber of the city. He showed natural aptitude

and became proficient in this line of business. While in the employ of Mr. Tucker, he became a skilled workman in all branches of the work. After remaining here for eight years he embarked in business for himself. Although in business but a short time, he is recognized as one of the leading plumbers of this section. His place of business is at 724 Broadway. He is honorably identified with many societies including the Ushers' Literary Society, of which he is



EDWARD R. MCCORMACK.

treasurer; Young Men's Lyceum; Catholic Order of Foresters; Trimount Conclave, Improved Order of Heptasophs; the St. Vincent de Paul Society, and other kindred organizations of the Gate of Heaven church. He resides at 8 National street.

ALBERT C. HALEY.

One of the leading painters and decorators of Boston is Albert C. Haley, whose business establishment is situated under the shadow of the historic SS. Peter and Paul church. He was born and brought up in South Boston, and his father was an old and valued citizen who lived here up to the time of his death. Mr. Haley has been engaged in the painting and decorating business for the past twenty-two years, and

makes a specialty of sign painting. A majority of the business establishments of this district are adorned with Haley's signs, and speak volumes for his skill and talent in this direction. While he designs and makes every description of signs his business is by no means confined to that branch; his work is broad in its scope and the painting of large buildings, not only in this district but far outside of it, is extensively carried on by him. He employs a force of from ten to



SHOP OF A. C. HALEY.

thirty men and has a high reputation for honest work and reasonable prices. Mr. Haley has been president of the master painters' associations of Boston and South Boston. He is a man of strong physique and athletic build and has taken several prizes as an oarsman. He is a member of the Mosquito Fleet Yacht Club; South Boston Council, Knights of Columbus; Ancient Order of United Workmen and the South Boston Citizens' Association.

WILLIAM WASS NICHOLS.

This old and respected resident of South Boston, who has for many years been a leading spirit in the district, was born in Columbia, Maine, and is a son of the late John Nichols, a sea captain whose

ship was seized at Liverpool, England, by the British, at the breaking out of the war of 1812, and he was put in Dartmouth prison until the close of the war. He saw active service in the Mexican war and commanded the first steam war vessel of the United States government, and which took part in the bombardment and capture of Tabasco, Mexico. The



WILLIAM WASS NICHOLS.

subject of this sketch is also descended from inter-colonial ancestry. He obtained his early education partly in the district schools of his native town and concluded his schooling by being graduated from the English high school at Newburyport, to which place his family had removed some years before. He then came to Boston and studied to become a mechanical engineer, his tutor being the late Otis Tufts.

It was in 1851 that he came to South Boston, and has resided here continuously since. He was at that time appointed superintendent of the Union Locomotive department of Wilmarth's works. In 1854 he built and was the proprietor of the Novelty Iron Works, which concern employed a large number of men and made machinery for the Philadelphia navy yard, and the Watertown arsenal. Upon the breaking out of the civil war, he was appointed by the secretary of the

navy, on the recommendation of Governor Alexander H. Rice, to be an engineer in the navy, and after a rigid examination by chief engineer, George Sewell, Naval Constructor Hanscom and Commodore Preble, he was passed, and was assigned to duty in charge of the foundry department in the Boston navy yard, employing three hundred men. It was here the vast projectiles and war material were manufactured for the navy. Mr. Nichols takes pride in the fact that the shot and shell used by Commodore Worden in the little Monitor which destroyed the Merrimack, was made under his direction.

Mr. Nichols was a candidate for the state legislature, and was elected and served in 1869-70. For the past twenty years Mr. Nichols has been engaged in the real estate business, during which time he has done much towards improving considerable property. Mr. Nichols is a man of sterling qualities, has the interest of South Boston at heart, and is a strong advocate of temperance. He is a member of the South Boston Citizens' and other associations, and St. John's M. E. church. He resides on W. Fourth street.

E. AUGUSTUS PERKINS.

The subject of this sketch is an ex-member of the fire department, having served the city for thirty-one years. He was born in Salem in 1826, and is the son of Ezra Perkins, who conducted a cooper shop at the corner of Fifth and C streets. He came to Boston in 1843 and has lived here continuously since that time. Mr. Perkins is a graduate of the Franklin school. After leaving school he was employed by J. M. Barnard and Leonard Ware & Co. In 1868 he went to work as shipper for Felton & Sons, where he has remained ever since. In 1843 he joined the fire department and has served both as volunteer and paid fireman. He first became a member of Suffolk No. 1 and then went to Perkins No. 16, of South Boston, serving from 1848 to 1850. From 1851 to 1859 he was with Engine 2, and from 1870 to

1887 he was a member of Hook and Ladder company 5. In 1887 he was retired by law regulating age limit. He is still entitled, however, as a veteran, to wear the badge of the fire department. Mr. Perkins is a member of the Boston Veteran Firemen's Association; Boston Firemen's Charitable Association; Boston Firemen's Relief Association and the Mechanics' Apprentice Association of



E. AUGUSTUS PERKINS.

Veterans. He married Miss Ellen Cotton of this district and they lived happily together for forty-nine years and six months. Three children were born to them who are all living, namely: Mrs. Navine E. Loud, Frank M. and Sarah F. Perkins.

GEORGE H. CAVANAGH.

Long prominence in the building world has made George H. Cavanagh a familiar figure in business circles. He is a son of the late William P. Cavanagh, one of the pioneer pile drivers and building movers of Boston, and formerly of New

Bedford, who moved to South Boston from the city proper in 1852, and resided here until his death. George H. Cavanagh was born on Bay street, in 1839. After moving to this district he attended the old Hawes grammar school, graduating in 1824. He then went one year to the English high school, after which he went to work for his two elder brothers. April 19, 1861, he responded to the President's call for volunteers and enlisted in the Boston Light Artillery, for three months, serving at Baltimore under General Butler. October 8, 1861 he re-enlisted for three years in the First Massachusetts Cavalry. He saw continued active service, and in 1862 was made a sergeant and received honorable mention for valuable service. November, 1863, he was transferred to the Sixth New York Horse Battery, and concluded his service in Horse Battery D. Second United States Artillery, receiving his discharge, November 7, 1864. After the war he re-entered the employ of his brothers, John and William, who carried on the pile driving and building moving business. January 1, 1868 he engaged in business for himself, taking the pile driving branch of the business. Since that time he has become known as one of the most reliable in his line, and has completed many large and important contracts, among which may be mentioned, that of the pile driving under the Boston Art Museum, old Providence depot, new Old South church, Youth's Companion and Pope Manufacturing companies' buildings on Columbus avenue, and a great many other large structures. Mr. Cavanagh also drove five thousand piles over which two-thirds of the new Public Library building now stands. With his brother he built the Dover street bridge in 1876; also a section of the improved sewer in the South End, and sub-structure of the Dartmouth street and Broadway extension bridges. He was married May 30, 1865 to Miss Eliza Phillips, now deceased. Fourteen children were born to them, eleven of whom are now living. In 1883 Mr. Cavanagh removed with his family to Dorchester Lower Mills where

he now resides. His children, most of whom were born in South Boston, are all talented and interesting. His oldest daughter is now Sister George at the convent of the Notre Dame, Roxbury. His oldest son is Dr. Charles R. Cavanagh a prosperous practicing physician, Richmond street, Dorchester. Next is Joseph, a well-known lawyer at 23 Court street; John P. and George H., Jr., are both associated with their father's business. There are also Thomas and Gerald, Margaret, Mollie, Eva and Anna. Mr. Cavanagh represented South Boston in the common council in 1878-1879. He is now one of the incorporators of the South Boston Savings Bank and a prominent and well-known member of the Master Builders' Association; Massachusetts Charitable Mechanics Association; Post 15, G. A. R.; Union Veterans Union; Society of the Army of the Potomac, and the First Massachusetts Cavalry Association.

JOHN CAVANAGH & SON BUILDING MOVING COMPANY.

In the above-named corporation South Boston possesses the oldest and largest concern in its line in New England. The business was started in 1845 by the late William P. Cavanagh and three generations have been associated with it. The founder came to Boston from New Bedford and was the pioneer building-mover and pile driver. His first wharf was on old Federal street where is now the South Union station. There was not much business carried on in his line at that time, but during the history of the concern the demand for the work has been in keeping with the growth of the city, and in recent years the name and



Photo, Purdy.

GEORGE H. CAVANAGH.

fame of the Cavanaghs has brought them innumerable large contracts, many of them hundreds of miles away. William P. Cavanagh removed his wharf to Harrison avenue and finally to South Boston. His sons John and William R. Cavanagh succeeded him and conducted the growing business until 1873 when they dissolved partnership, John Cavanagh continued alone until 1877 when his son William H. Cavanagh became his partner and the firm became John Cavanagh & Son. In 1893 the firm became incorporated and has since continued under the name of the John Cavanagh & Son Building Moving Company, its officers being John Cavanagh, president, and William H. Cavanagh manager and treasurer. Since shortly after the close of the civil war, when the pile driving branch of the business was turned over to George H. Cavanagh, the concern

has devoted its energies to building moving and general contracting. Among the large contracts in building moving and shoring carried out by the concern the following list comprises but a few: Court House at Lowell; Registry of Deeds building, Cambridge; Manchester House, Manchester, N. H.; Cotton Exchange, Savannah, Ga.; the shoring of the Equitable buildings of both Boston and New York; raising of the Hudson River Bridge at Albany, N. Y.; moving

House from City Point to Quincy, the work being done by float; the concern has also had screws under nearly all the large mercantile buildings in the dry-goods district, and have fairly earned the high reputation accorded them in the building world. John Cavanagh, president of the company, came to South Boston in 1858, where he resided until 1868, when he moved his family to Braintree and where he now resides. William H. Cavanagh, born in Chelsea,



JOHN CAVANAGH.



Photo, Purdy. WILLIAM H. CAVANAGH.

of ten brick buildings at once at Chelsea; raising depot at Roxbury Crossing; removal and placing of General Wool Monument at Troy, N. Y., necessitating taking a shaft of one hundred tons, and monument in several pieces, of 365 tons, from floating barge, carrying two miles up a steep hill, six hundred feet in height, and setting up; moving tall brick chimneys in Keene, N. H., Lynn, Salem and elsewhere; moving single brick wall, corner of Eastern avenue and Atlantic avenue, from close to building without breaking a pane of glass or spoiling a brick. The company occupy yards on Dorchester avenue, South Boston, of three acres, and employ from thirty to one hundred men and a large number of teams. Other notable jobs done by them should be mentioned the removal of the old Head

came to this district when an infant. He went to Braintree from South Boston with his parents, but afterward took up his residence here. He has for some years resided in Dorchester.

THOMAS F. BELL.

One long and honorably identified with this district is Thomas F. Bell. He was born in Salem, in 1831. While a boy he removed with his widowed mother to South Boston. The population of the peninsula was then about eight thousand, and Mr. Bell has watched its rapid growth with interest. His education was received in the Hawes and Mather schools. He was for many years associated with Howard A. Doe, and together they erected between two hundred and

fifty and three hundred dwelling houses. Mr. Bell met with marked success in his building enterprises and has been wise in his investments. In 1851 he was united in marriage with Miss Susan T. Trask of Mount Vernon, Maine, now



THOMAS F. BELL.

deceased. Three children were born to them, all now living: Minnie F., Edward E. Bell, and Mrs. E. J. Richards of Mechanicville, N. Y. For many years Mr. Bell has been actively interested in the Republican party, and served as chairman of the ward committee for five years. For the past seven years he has been a vice-president of the Citizens' Association. Mr. Bell is also identified with the Pilgrim Fathers and a member of Mount Washington Colony. He is a charter member of the Old Hawes School Boys' Association. He was one of the organizers of the South Boston Republican Club. Although never holding an elective position he was appointed in 1889, sealer of weights and measures, by Mayor Hart. He resides at 826 Fifth street.

THE LATE DANIEL F. SULLIVAN.

A citizen much respected and esteemed in business circles of this community, was the late Daniel F. Sullivan. He

was a native of Lowell, Mass., where he was born April 7, 1855. His father died when he was a young boy, and when only ten years of age he was obliged to go to work and help provide for his mother. He entered the employ of one of the thriving mills of that municipality, where he remained several years. Being a young man of strong athletic build, and superior muscular development, he became interested in aquatic sports, and he is remembered as one of the best oarsmen of his time in New England. His expert work in this line of sport won for him scores of friends who remember with pleasure his contests with the famous oarsman Kennedy, whom he defeated. He was also a member of the well-known Sullivan crew of Lowell, who were many times victorious. Mr. Sullivan's brother was a member of this famous crew. Although much interested in athletics he was not unmindful of the fact that he must fit himself for a successful business career, so when he was twenty-one years of age he left his native city and came to Boston. He entered into the liquor business with a well-known concern where he remained several years. Realizing that his early education had been neglected he improved every spare moment, putting aside each



THE LATE DANIEL F. SULLIVAN.

week a small portion of his earnings so that in some future time he might embark in business for himself. While thus employed he also found time to indulge in his favorite sport, and entered many matched races with decided success. He met and defeated that celebrated oarsman, George Faulkner, of the Faulkner-Reagan crew of Boston, and was also a winner over Lynch, another crack sculler. Mr. Sullivan was a member of the old time Lakeman four, and rowed for many years under the colors of the West End Club, and the Leverett Boat Club. He also won from Meany of Charlestown, and took part in many other memorable rowing events. In 1885, Mr. Sullivan became a resident of this district and opened a liquor store at 701 street. He gave his undivided attention to his business and in a short time built up a most respectable trade. He established an ideal business place and solicited a choice family trade. He was kind-hearted to the extreme, and his benevolence, never contributed to win public approval, was offered out of a naturally generous disposition. He was married November 12, 1890, to Miss Emma F. McShane, daughter of Henry P. McShane, a pioneer in the baking business in this city. Five children were born to them, Henry, Arthur, Francis, Marie and Emma. Mr. Sullivan was much devoted to his home and the welfare of his family. After a brief illness he passed away July 9, 1900, leaving a name for honesty and benevolence that will live in the minds of his friends, and one never to be forgotten. While not a public man, in the sense the word is used, he was at all times interested in every worthy movement pertaining to the welfare of this community. He was honorably identified with many societies including the Knights of Honor; St. Michael's Court, Catholic Order of Foresters; Knights of St. Rose; Division 13, A. O. H.; Mosquito Fleet Yacht Club; South Boston Conclave, Improved Order of Heptasophs; honorary member of the Friday Night Club, and president of South Boston Liquor Dealers' Association. His widow and children still reside at 761 Broadway.

J. FRANK O'HARE.

Councilman J. Frank O'Hare, of Ward 14, who is now serving his second term in the common council, was born of Irish parents, in St. Andrews, N. B., twenty-six years ago. When very young he came to Boston with his parents. He attended the Sherwin and Lincoln gram-



J. FRANK O'HARE.

mar schools. He began life as a news-boy at the age of fourteen, and entered the printing business, and learned the trade of pressman. At the present time he is employed by the Boston Co-operative Press. Mr. O'Hare has for a number of years taken an active interest in the labor movement in Boston. He is a charter member of Printing Pressmen's Union, No. 67, a delegate to the Boston Central Labor Union, and has served this body as financial secretary, vice-president, and as chief marshal of its division in the Labor Day parade. He is a member of the Ushers' Literary Society; Division 13, A. O. H.; Robert Fulton Council, Knights of Columbus, a director of City Point Catholic Association, and president of Somerset Associates.

WILLIAM S. CROSBY.

William S. (Sumner) Crosby is one of the former South Boston residents. He was born in this district April 22, 1844, and his career in this section has been marked by honesty and faithful service to South Boston. His early education was acquired in the Boston public schools



WILLIAM S. CROSBY.

and at the age of sixteen years he was graduated from the English high school with one of the highest honors, — that of securing a coveted Franklin medal. After leaving school he entered the employ of his father in the hay and grain business and when he attained his majority, his father at once took him into partnership, the firm name being Sumner Crosby & Son. The firm name has continued since the death of his father. Mr. Crosby has always devoted his time to

the business so successfully established and maintained by his father, continuing in the channels made by the late Sumner Crosby. He never has held public office of any kind although he has been solicited on many occasions. He was married in 1877 to Miss Eleanor Everett Davis of Boston. They have one child, Sumner Crosby, a graduate of the Harvard University class of 1901. Mr. Crosby's reputation is well known all over the country, the firm name of Sumner Crosby & Son occupying a prominent position in the hay and grain market.

WILLIAM E. BARTLETT.

No history of South Boston would be complete without a brief sketch of the life and business interests of William E. Bartlett. Born at Charlestown, November 25, 1835, his childhood, with the exception of his sixth year, when occurred the death of his father, passed uneventfully until his eleventh birthday. His mother then being left with two daughters and he, the only son, the financial condition of the family being none too good, it devolved upon him to render such aid as a child can. He then secured a position, acting as extra hand between school hours on Studley's omnibuses, a passenger transportation line

consisting of four coaches, which handled all the traffic, at that time, between Charlestown and Boston. Thus he continued for two years, at the early age of thirteen laying aside his school books and boyish sports and taking his place in the ranks to fight with men for the reward of labor. Rapidly rising, he served as regular conductor on the coaches until the death of his mother, in 1851, when he and his two sisters were sent by their guardian to live with their uncle in West

Newbury. The inactivity of life at his uncle's home so wore upon young Bartlett that, after two months, he returned to Boston and worked upon the coaches another year.

His citizenship in South Boston dates from 1852, when he learned the machinist's trade at the Mattapan works; afterwards working as a journeyman in the Wil-

store and office fittings and his method of conducting business. In 1857 Mr. Bartlett was married to Miss Clara Isabel Dunn, of this district, and here they have made their home. Three children were born to them, two of whom died in infancy, the other Frank N. Bartlett, lived to early manhood and died in his twentieth year on January 19,

1881. Mr. Bartlett has been prominent in fraternal orders being a charter member in many lodges and one of the founders of several of the most successful orders. He is a member of Rabboni Lodge F. and A. M.; and a life member of the Massachusetts Charitable Mechanics Association. Mr. Bartlett has always been an ardent Republican, taking an active interest in the city's welfare, and represented his district in the common council in 1881.

EDWARD A. TRACY, M.D.

Since early childhood Dr. Edward A. Tracy has resided in South Boston. He graduated at the Lawrence grammar school at the head of his class; and in 1891 was graduated from Harvard medical school, after having won a Banning scholarship. At the time of his graduation, he held the position of house-surgeon

at the Carney Hospital, and he soon after engaged in practice in this district. Early in his practice he saw the inefficiency of plaster-of-paris casts used in surgical cases and invented his wood fibre splints to take their place. In this and his X-ray investigations, his discoveries have been of value to the medical and surgical profession. By the use of his wood-plastic splint, now in general use in surgery, ordinary practitioners can successfully splint an injured limb. At the first Pan-



WILLIAM E. BARTLETT.

marth locomotive works, John Souther locomotive works, R. Hoe & Co. works, and other equally well known firms, until 1868. At this time Mr. Bartlett entered the steam heating and gas-fitting business on his own account, and has taken his place among the solid business men of the district. To review his business life is unnecessary, for who is not familiar with Bartlett's establishment at 389 Broadway. His progressiveness is evidenced by the modern appearance of his

American Medical Congress held at Washington in 1893, Dr. Tracy presented a paper entitled "A Brief Splint-Technology for Surgeons." In this and later papers, received by the medical profession most appreciatively, he demonstrated a system of surgical splinting, now coming into universal use throughout the United States and Canada. At the World's Fair at Chicago, Dr. Tracy exhibited a large number of his surgical splints, and was awarded a medal and diploma at the hands of the late eminent surgeon, Ernest Hart, and his exhibit being the only one from this district, brought distinction to South Boston. In 1895, he presented to the profession "A New Method for the Control of the Spine." He has also invented a spinal jacket, described in the "Boston Medical and Surgical Journal" of Nov. 20, 1900; destined to take the place of leather and plaster-of-Paris jackets now in use because of its lightness, cleanliness and superior efficiency. In 1897, Dr. Tracy contributed to the "Journal of the American Medical Association" an original article entitled "The Fallacies of X-ray Pictures" and the stand he then took is now supported and adopted by the leading surgeons of America. By the request of its members, he read before the New York County Medical Society, in 1898, a paper entitled "A safe and Rapid Method of Joint and Bone Fixation" and exhibited his methods and apparatus for the treatment of the various bones and joints of the body. Dr. Tracy has also contributed to the medical press: "The Passing of Plaster," "Orthopadics and the General Practitioner," "The Treatment of Colles' fracture," "Wrist Joint Injuries," "A New Apparatus for the Treatment of Dislocated Collar-bone,"

"Modern Treatment of Fractures," "Scientific Surgical Splinting," "Pott's Disease of the Spine, Treatment by a New Brace," "The Treatment of Tubercular Hip and Knee Joint Diseases," He is an active member of the American Medical Association, having attended and contributed original papers at its annual meetings in Milwaukee, Baltimore,



Photo. Cassill.

EDWARD A. TRACY, M.D.

Philadelphia, and Atlantic City. He is also a member of the Massachusetts Medical Society; Harvard Alumni Association; Lawrence School, and South Boston Citizens' Associations.

DANIEL L. PRENDERGAST.

One of South Boston's solid men of brains, noted for marked executive ability, is Mr. Daniel Leroy Prendergast. His interest in our district has been evinced

many times. He was born in 1857, near the foot of Summer street, and when a child his parents moved to Washington Village. He attended the old Andrew school, then the Bigelow school, from which he was graduated in 1871, and later the English high school, from which he was graduated in 1874 under Charles M. Cumston, one of the greatest masters

Company as real estate agent, and to-day he looks after million of dollars' worth of property, and conducts the affairs of the office he holds with a marked skill and fidelity that commands the unstinted praise of the highest officials of the corporation which employs him. Mr. Prendergast has for years been one of the most fervent friends that the Carney



DANIEL L. PRENDERGAST.

the city has ever had. Mr. Prendergast began his business career in the Boston office of the treasurer of the Hamilton and Appleton companies of Lowell, and his integrity and pronounced ability were responsible for his rise to the trusted position of transfer and corporation clerk of the Appleton Company, which place was originally held by John A. Lowell, the founder of the Lowell Institute. In 1898 Mr. Prendergast became associated with the Boston Elevated Railway

Hospital of this district has ever had, and for the past fifteen years has been chairman of the committee in charge of the annual concerts of that institution. He originated the bill which resulted in a state appropriation of ten thousand dollars, for a new out-patient department of the hospital. Mr. Prendergast has been D. D. S. K. of the Knights of Columbus; was for two years grand knight of Beacon and James E. Hayes Council, Knights of Columbus; was two years president of his class association; has for ten years been a member of the executive committee of the Young Men's Democratic Club; has been a member of the Clover Club since its organization; is vice-president of the Bigelow School Alumni Association; and is a member of the Charitable Irish Society; the New England Street Railway Club and the Beacon Association, a building and improvement society. In 1880 Mr. Prendergast was married to Miss Susan M. Maley, a daughter of one of the most highly respected old citizens of this district, and two children, a beautiful daughter of seventeen, and a son of six, have blessed the union.

W. S. MILLIGAN.

One of the most progressive business men in Boston, is Mr. William S. Milligan, who carries on a large hardware

store in Dewey square. He was born in this city December 28, 1858, on Oliver street, and attended the primary school in High street place. His parents removed to South Boston when he was eight years of age. He attended the Lawrence school until 1870, and then went into the business of his father, who had already started in the hardware

mont, as well as in Maine, his straightforward and honorable business career has extended and gained him a wide reputation. Mr. Milligan is a member of Bethesda Lodge, 30, I. O. O. F.; St Paul's Lodge, F. and A. M.; St. Matthews Chapter, R. A. M.; St. Omer Commandery, Knights Templar; Boston Council, R. A. S. M., National Lancers: Associate member of Dahlgren Post 2, G. A. R.; South Boston Citizens' Association, and one of the vestrymen in St. Matthew's Episcopal church. In 1886, he married Helena A. Neale, and three children of this marriage are now living: James, Helen F., and William S. Milligan. In his social relations, Mr. Milligan has proved himself an ever-kind and generous person, and he has hosts of friends. His residence, one of the most charmingly situated in Boston, is at 56 Thomas park, and his place of business is at 669-671 Atlantic avenue.



Photo, Purdy.

W. S. MILLIGAN.

trade. Mr. Milligan upon the death of his father assumed control of the interests of the firm, and together with his brother's help, built up an enterprising business. Three years ago, his brother died, and since then he has conducted the prosperous store with increasing success. He is a sharp, shrewd, industrious and popular business man, and his relations to the trade are extensively known and valued. Along the Cape towns and in New Hampshire and Ver-

Lincoln grammar school but before completing the full course, he became employed with A. M. Stetson & Co., where he worked in the lumber department as an apprentice surveyor. After remaining about four years he went to the Suffolk Manufacturing Company, one of the largest suspender concerns in the country, then located at the corner of L and First streets, where he performed the duties of shipper for two years. At twenty, he secured a position with the Everett Piano

WILLIAM P. HICKEY.

A young man long identified with the welfare of this district and political interests of Ward 14, is William P. Hickey. He is the son of Thomas and Catherine Hickey, life-long residents, and was born November 17, 1871. He attended the

Company, where he remained until 1898. Mr. Hickey was once deeply interested in military affairs and was a member of Company A, First Regiment, M. V. M. In 1897 he was elected in Ward 14 to the common council, where he remained three years. While in the council, his ability was recognized and he was placed on several important committees, includ-



WILLIAM P. HICKEY.

ing park, treasury, collecting, markets and election departments. He also served on the Farragut and Labor Day committees. Through his efforts an order was passed, appropriating \$15,000 for a gymnasium and bath at the foot of L street. He was an advocate of the playground in Ward 14; also introduced many other measures greatly benefiting the district. He has been a tireless worker for Democracy, and in the council was one of the youngest members.

Living as he does in the Gate of Heaven church parish, he has associated himself with many church movements. He is identified with Division 13, A. O. H., a past president of the Somerset Associates, and a member of the South Boston Citizens' Association. Mr. Hickey is at present a collector in the Boston Bath Department, a position he has filled the past two years with efficiency. He was elected several times a delegate to city and state conventions. He has won many staunch friends by his integrity of purpose. He has always stood firm for that which is honorable and just. He is unmarried, and resides with his parents at 485 First street.

EDWARD L. LOGAN.

One of South Boston's bright young men is Edward Lawrence Logan, son of Col. L. J. Logan. He is a native of this district and was born January 20, 1875, graduating from the Lincoln grammar school in 1889 and the Boston Latin school, with distinction, in 1894. During his Latin school course in military drill he won a gold medal, first prize, for individual excellence and was major of the school battalion. He further pursued his studies at Harvard College graduating in 1898, and is now attending his last year at Harvard law school. For two years he was president of the Catholic Club at Harvard, and is now president of the Harvard Democratic Club and is an honorary member of the "Institute of 1770." He is also connected with the following societies, City Point Catholic Association; Mosquito Fleet Yacht Club; Somerset Association; Maj. M. J. O'Connor Camp, Legion of Spanish War Veterans; and Division 13, A. O. H. At the outbreak of the Spanish war he



EDWARD L. LOGAN.

gave up his studies at the law school and went to the front with the Ninth Massachusetts Infantry, U. S. V., as sergeant-major. He has served Ward 14 in the common council and secured the new and costly bath house now being constructed at foot of K street. He is now serving his first term in the legislature.

CAPTAIN HARRY DAWSON.
POLICE STATION 12.

W. J. FITZGERALD.

Now a well-established young business man is W. J. Fitzgerald, the real estate and insurance agent, who has successfully conducted business at his office in the South Boston Business Exchange on Broadway, for the past year. He was born in this district and is a son of Redmond J. Fitzgerald, now a resident of Dorchester, who has for many years been prominent in business and public affairs, and who has lived most of his life in South Boston. W. J. Fitzgerald obtained his education in the primary and Lawrence schools, and afterwards

*Photo, Purdy.* W. J. FITZGERALD.

took a course at the Bryant & Stratton business college. Previous to engaging in his present business, he held the position of superintendent of the Boston Shoe Tool Company, where he was employed for four years. With a wide acquaintance with property owners and determination to succeed, he established himself in business with the result above stated. He has the care of much property in this district, Dorchester and elsewhere, and although one of the youngest in his line of business, he is by no means the least successful. He is a member of the Mosquito Fleet Yacht Club and Dorchester Gentlemen's Driving Club.

A. F. WALTZINGER.

Nine years in business in South Boston have made A. F. Waltzinger favorably known in this district. He is engaged in the manufacture of confectionery and ice cream, and his highly attractive store is located at 387 Broadway, but until recently he was in the Bethesda Block, 409 Broadway. His establishment is one of the most attractive in Boston. He not only manufactures a large portion of the confectionery and all the ices and sherbets sold at his store, furnished oftentimes in large quantities for social gatherings, but all of his goods, which comprise toothsome delicacies. Mr. Waltzinger is a native of the Quaker City, and having learned the trade of a confectioner soon after leaving school, has been engaged in this line during his whole business life. Coming to Boston in his early manhood, he entered the employ of Chace & Co., a concern for many years famous for the manufacture of lozenges, and while at this factory, made the first hard stick candy, which has since become so saleable in New England. Since entering business in South Boston, Mr. Waltzinger has won a high reputation for making pure and palatable goods,—a name he has justly earned. He is a



J. H. CORNEV.

resident of Dorchester, and is a Knight Templar Mason, possessing a wide acquaintance in business and social circles.

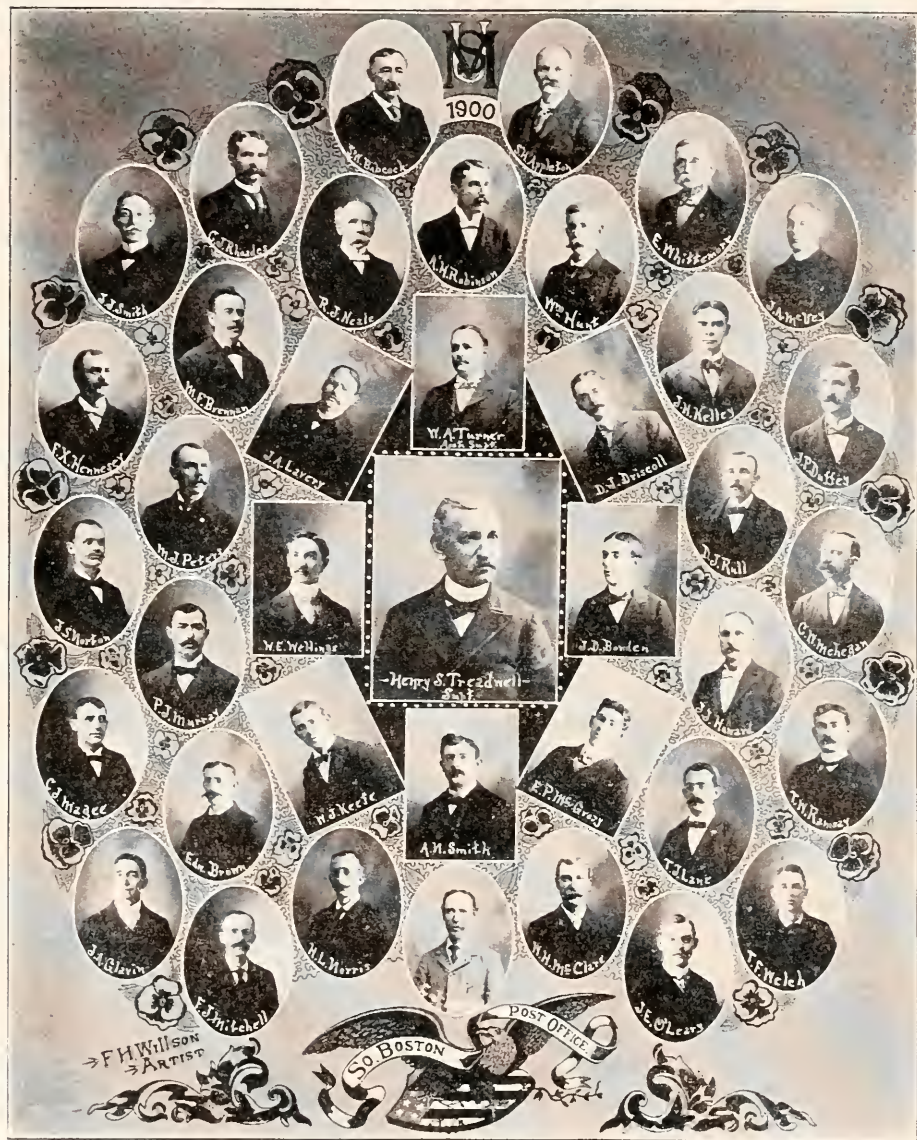
SOUTH BOSTON POST OFFICE.

The earliest record of mail being handled in South Boston dates back to 1841. Mr. Thomas Spinney, a printer, doing business in Boston and living on C street, near Gold, brought letters from Boston to South Boston, which were delivered to him by the postmaster of Boston, upon presentation of written order of addressee, and he delivered them on payment of two cents each letter. Later, and previous to 1849, the postmaster of Boston gave permission to Mr. Hunting to take from the office letters for delivery in South Boston.

In 1849 arrangements were entered into between Mr. Patterson and the postmaster to take charge of the "Penny Post" delivery of mail in Boston, South Boston and East Boston. Mr. Patterson arranged with Mr. Caleb Gill to act as sub-postmaster for this district. His store at that time was at the corner of Broadway and B street. During the year 1849 it was removed to the brick block corner of C street and Broadway. The mail was brought there and dispatched twice each week day, the South Boston Omnibus Company doing the transporting. Some letters were delivered to stores and residences by clerks in the employ of Mr. Gill. This continued until 1855, at which time a Mr. Jordan was appointed. He was in the dry goods business at the corner of B street and Broadway. He held the office but one year, and in 1856 Mr. E. B. Spinney was appointed, and moved the office to the brick store, now 218 Broadway. Mr. Spinney continued in office until March 7, 1863, upon which date Mr. George W. Bail was appointed, who removed the office to E. H. Gill's store, 245 Broadway. June, 1864, the office was again removed, this time to 163 Broadway, and from there to Lyceum Hall, corner of E street and Broadway. Mr. Bail was in office until 1867, when the office was changed from a sub-postmaster to clerk in charge, and he re-

signed. Mr. Thomas Burns, a clerk in the office, was put in charge, being appointed as superintendent, January 1,

On November 15, 1876, Mr. William F. Clerk was appointed as superintendent, and, during his term, the business out-



SOUTH BOSTON POST OFFICE EMPLOYEES.

1869, and serving until the time of his death, November, 1876. While Mr. Burns was in charge, the office was moved to 417 Broadway, near F street.

grew the office space, and it was located at 474 Broadway. Mr. Clerk remained in charge of the office until March 20, 1888. At the time of Mr. Clerk's ap-

pointment there were twelve street letter boxes, and the office employed four clerks and eight letter carriers.

Mr. John H. Giblin succeeded Mr. Clerk and served until Sept. 1, 1891, at which time Mr. H. S. Treadwell, the present superintendent, was appointed by Postmaster Thomas N. Hart. Up to the above date all mail was dispatched and received through the Boston post office. During the year 1891 such changes were made as enabled the dispatch and reception of mail to and from the different railway postoffices, thereby saving many hours in delivery to addressee. There are nineteen mails received, and nineteen dispatched each week day.

At the present time there are forty-six street letter boxes, and five street package boxes in the district. The growth of business obliged the removal from 274 Broadway, and January 1, 1899, the office was established at 399 and 401 Broadway.

The office force consists at this time of a superintendent, an assistant superintendent, eight clerks and twenty-seven regular and two substitute carriers.

THE ROSTER OF EMPLOYEES:

H. S. Treadwell, superintendent; W. A. Turner, assistant superintendent.

Clerks: John J. Loring, Daniel J. Driscoll, William E. Wellings, Joseph D. Bowden, William J. Keefe, Asa N. Smith, John J. Lavery, Edward P. McGrory.

Carriers: S. H. Appleton, S. W. Babcock, M. J. Brennan, Edward Brown, T. J. Curtis, T. F. Dillon, J. P. Duffy, F. X. Hennesey, J. J. Howard, William Hunt, C. J. Kelley, J. A. Kelley, T. J. Lane, C. W. Mehegan, P. J. Murray, R. J. Neale, H. E. Norris, J. J. Norton, J. E. O'Leary, M. J. Peters, T. W. Ramsey, C. J. Rhoades, A. A. Robinson, D. J. Rull, J. J. Smith, E. Whittemore, T. F. Welch.

Substitute carriers: J. J. Hogan, W. E. Hurley.

Henry S. Treadwell, superintendent of the South Boston postoffice, was born in Ipswich, Mass., September 7, 1843 and is a descendent of one of the oldest families of that town. Notable among its

members are Professors Daniel and Jabes Treadwell of Harvard College. He was educated in the grammar and high schools, after which he served an apprenticeship for two years with Mr. Jesse Fewkes of Newton Corner, Mass. At this time (1862), the country being at war, Mr. Treadwell enlisted in Boston, serving in Color Company C, Fifty-third Massachusetts Infantry, under Col. John W. Kimball. He was in active service on the Mississippi river and took part in all the actions of the Port Hudson



SUPERINTENDENT HENRY S. TREADWELL.

campaign. He was discharged December 2, 1863, on account of expiration of term of service. After the war he returned to his trade, and after finishing his apprenticeship he established himself in business at the corner of Hudson and Kneeland streets afterwards associating himself with Daniel Shales & Co., now Shales & May. July 3, 1881, he entered the railway mail service, doing service on the railway postoffice between Boston and Albany, N. Y., until March 1, 1888, at which time he resigned to take charge of the estate of Otis D. Dana, the affairs of which he conducted to the satisfaction of the owner. September 1, 1891 he was appointed superintendent of the local postoffice, by the then postmaster Thomas N. Hart, now mayor of Boston. Mr.

Treadwell is an active member of Phillips Congregational church, and of several secret and fraternal societies. He enjoys the distinction and honor of being at the present time supreme governor of the United Order of the Pilgrim Fathers of the New England States, being a member of Mount Washington Colony. He is also a member and past-commander of Dahlgren Post 2, G. A. R.; Improved Order Heptasophs; Ancient Order United Workmen; St. Paul's Lodge, F. & A. M., and the South Boston Citizens' Association, being one of the original members of the latter named association, and chairman of the committee empowered to issue a history of South Boston. He settled in South Boston April 1, 1868, and has since taken an active part in all public matters of interest to this district. He was married October 17, 1871, to Miss Lydia B. Lord, of Ipswich, Mass. Five children being born to them; Helen Lord, Mabel Jewett, Abbie Brown (deceased), Arthur Edward and Ida Louise.

THE CARNEY HOSPITAL.

The Carney Hospital has won an honorable reputation, and is always open for the reception and treatment of patients regardless of race, color or religion. Some of the most noted city physicians are connected with this charitable institution, which by being accessible in cases of emergency, has prevented much misery and saved many human lives. The hospital is the third

largest in Boston. It is under the charge of the Roman Catholic Sisters of Charity, St. Vincent de Paul and is situated near the top of the hill in Dorchester Heights, in the center of South Boston. In 1863, Andrew Carney of Boston, purchased the land where the hospital now stands, and gave it to the Sisters of Charity. The gift was made to Sister Ann Alexis, su-



THE CARNEY HOSPITAL.

perior of the orphan asylum on Camden street, Boston. The first patient received was on June 9, 1863. The hospital was first supported entirely by the contributions of benevolent persons, but now receives appropriations from the state. It soon outgrew its building, known as the Howe mansion, and in 1865 plans were made for a brick building. The property was then placed in the hands of the Carney Hospital corporation. One wing of the hospital and part of the present chapel building were begun in 1865, and finished in 1868, at a cost of about one hundred thousand dollars. Mr. Carney contributed much of this money,

who with his family have given about seventy-five thousand dollars in all. Sister Gonzaga was appointed Sister Superior November 6, 1889. A training school for nurses was established in 1892. Application for admission to the hospital may be made at any time, but preferably at 9 A. M. or 3 P. M. Acute cases and accidents are received at all times.

PERKINS INSTITUTION.

The Perkins Institution for the Blind, that was located on Mount Washington in the year 1838, still continues its beneficent work under the direction of Prof. Michael Anagnos, who succeeded the founder of the institution, Dr. Samuel G. Howe, and who has proved himself equal to the emergencies that he has confronted. The success of Dr. Howe in educating Laura Bridgman was wonderful, but his accomplished son-in-law has achieved the marvelous. Without any detraction of Dr. Howe, it may be said that Professor Anagnos has taught to Helen Keller and Edith Thomas all that Dr. Howe taught Laura Bridgman, and in addition has given them the power of speech. Professor Anagnos has established a kindergarten for the blind, which serves as a preparatory school for the parent institution, where the common school and higher branches of education are taught. Vocal and instrumental music offer special advantages for blind students, and an excellent brass band is a feature of the school. A printing office is operated in connection with the school, and books in raised letters are printed for the blind, who read them by the sense of touch. The manufacture of mattresses and cane-seated chairs, and the upholstery of furniture are other industrial features.

After various worthy attempts to establish a school for the blind in Boston, in 1839 the Mount Washington school on Dorchester Heights, the building which was erected for the purpose of a hotel was secured. Thomas H. Perkins was the principal donor to the noble effort. In grateful appreciation of this liberality the trustees connected his name per-

manently with the establishment, and, accordingly, at their recommendation, the corporation passed, at a meeting held March 15, 1839, a resolve "That from and after the first day of April next, this institution shall be called and known by the name of the Perkins Institution and Massachusetts Asylum for the Blind." In 1840, an additional department was opened "for the purpose of providing employment for those pupils who have acquired their education and learned to work, but who could not find employment and carry on business alone." With the exception of \$5,000 toward the erection of the new workshop, in 1850, the state had furnished no means for building purposes until, by a resolve of 1868, the sum of \$15,000 was allowed for buildings. Later the commonwealth donated \$80,000. By the death of Dr. Howe, which took place on January 9, 1876, the institution lost its life-long friend and champion. At a meeting of the corporation held October 3, 1877, it was "Voted, that the institution shall hereafter be called and known by the



MRS. JULIA WARD HOWE.



SAM'L R. SPINNEY.



JEREMY DRAKE.



EZRA PERKINS



LEVI WALBRIDGE.



DAVID CLAPP



JOSIAH DUNHAM, JR.



WM H FLYNN.



MAJ M. J. O'CONNOR



WILLIAM B HARDING.



JOSIAH A. STEARNS



LARKIN DUNTON.



SAM'L G HOWE.

A GROUP OF NOTED RESIDENTS, NOW DECEASED.

name of Perkins Institution and Massachusetts School for the Blind." The state of Massachusetts has gradually increased its appropriation from \$6,000 in 1833 to \$30,000 in 1900. Other New England states continue to pay in proportion to the number of their pupils; and friends of the blind have liberally aided from time to time by donations and bequests.

CHURCHES.

CHURCH OF OUR LADY OF THE ROSARY.

The church of Our Lady of the Rosary, situated on Sixth street between C and D streets, is the youngest Catholic parish in this section of the city. This church was erected to relieve St. Peter and Paul church. Rev. John J. McNulty of Dedham was chosen to erect a new place of worship. The church was built, and mass was said for the first time there on Christmas, 1884. Dedication exercises were not held until October, 18, 1885. Then the congregation was small, numbering less than two thousand. The church building is well lighted, and amply accommodates the



CHURCH OF OUR LADY OF THE ROSARY.

present congregation. Father McNulty proved a tireless worker, and during his many years' service at the church, made its influence felt throughout the community. Father McNulty celebrated in 1898, his silver jubilee and in 1900 was succeeded by Rev. John D. Colbert who was appointed as his successor. Associated with him as curates are Revs. James H. McAvoy and Denis P. Crimmins.

CHURCH OF OUR LADY OF CZENSTOCHOWA.

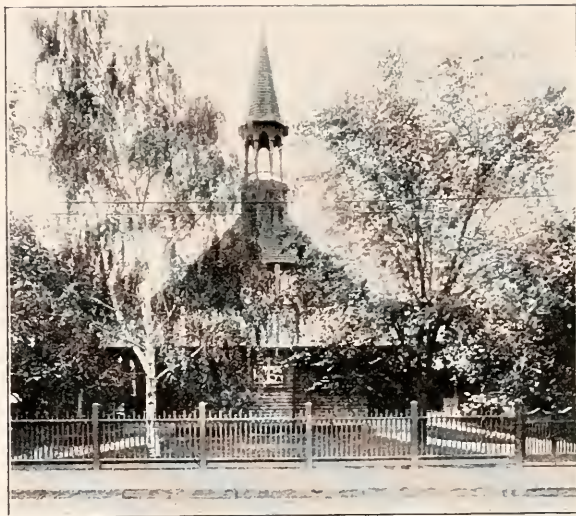
The church of Our Lady of Czenstochowa, Boston street, is Polish Catholic, and was built in 1893. Up to this time these people from the fatherland had no separate place of worship. Rev. John Chimielski, formerly at the church of the Sacred Heart, North End was selected by Archbishop Williams to establish the above church here. The site where the church now stands was purchased, and in a few months the dedication exercises were held. The structure, attractive in design, was built to accommodate nearly seven hundred. While the membership is not large compared with other Catholic churches, it is steadily increasing. Here the preaching is in the native tongue and Polish hymns are sung by the congregation. Not only the Polish people of this section attend here, but those of neighboring suburbs. The founder of the society is assisted by Rev. John J. Czubek. The latter was ordained priest at Brighton Seminary, Christmas, 1898. They now have supervision over the Polish Catholics of Providence as well as in the Boston diocese. Father Chimielski is yet a young man and a native of Poland. Both he and his assistant speak English with fluency.

CHURCH OF THE REDEEMER.

On Sunday afternoon, July 25, 1875, St. Matthews chapel was organized in the house of Benjamin Dean. A Sunday-school was formed by Rev. John

Right, rector of St. Matthews church. In August of the same year they removed to the studio of Prof. Walter Smith. In 1882, after having been closed for several months, it was re-opened in Dean Hall by Rev. A. F. Washburn. The last service held here was in 1885. The first service held in the new church was held May 13, 1885. On June 7, 1887, the name was changed to the Church of the Redeemer. The membership is gradually increasing, due to the efforts on the part of the different rectors.

Rev. A. B. Shields, the rector of the church of the Redeemer was born in Nova Scotia, August 15, 1861. His father was a clergyman of the Baptist denomination in that province. At the age of fourteen he entered Horton Academy, Wolfboro, N. S. His parents moved to the United States, and in 1880 he entered Worcester Academy from which he graduated. In 1882 he became a student at Boston University from which he took the degrees of Ph.B. and A.B. He spent a year at Brown University,



CHURCH OF THE REDEEMER.

where he earned the A.M. He also took special courses at the Theological school in Cambridge, and did post-graduate work at Harvard, receiving his degree of A.M. in 1898. He was ordained deacon in 1889, and in less than a year later was advanced to the priesthood. Before coming to South Boston he was rector at Waltham, Mass., and Pontiac, R. I.

CITY POINT METHODIST EPISCOPAL CHURCH.

When, in 1873, Bishop W. R. Mallalieu, pastor of St. John's Methodist Episcopal church, appointed Edwin B. Spinney a class leader, he laid the foundation of the City Point Methodist Episcopal church society. In December, 1878, an organization was formed. This association had as pastors, Revs. F. Jones, W. G. Grant, J. L. Monroe and Charles Tilton. At the 1883 session of the New England conference, a petition was presented requesting this body to recognize it as a church organization. The request was granted, and Rev. Charles Tilton was made the first pastor. During his ministry the land upon which the church now stands was secured, and during the pastorate of Rev. G. H. Perkins, who followed, the church building was erected. The following pastors were Revs. Jo-



REV. A. B. SHIELDS.



CITY POINT METHODIST EPISCOPAL CHURCH.

seph Candlin, M. H. A. Evans, W. A. Wood, W. A. Thurston and the present pastor, Rev. W. A. Mayo. Under Mr. Thurston, the church was entirely renovated. The influence of this church is felt throughout City Point. The trustees are Naphthali Rich, John Morrish, Sam-



REV. W. A. MAYO.



INLAID MAHOGANY BUREAU

In possession of John H. Means, whose ancestor Francis Wells, Esq., brought it from London about 1723 in his own ship, "Ye Hampstead Galley." Wells' daughter, Elisabeth, married Samuel Adams the Patriot.

uel H. Guptill, Addison C. Damon, J. L. Publicover, W. C. M. Howe and T. C. Abraham.

Rev. W. A. Mayo, pastor of City Point Methodist Episcopal church, is a native of Portland, where he was educated in the public schools. He took his theological course in Boston University. Before joining the New England conference he was a member of the New Hampshire conference, where he served as a pastor in Sandwich, Warren, Salem and Derry, N. H. He has been a member of the New England conference for six

years, four of which he was pastor at Mattapan, where through his efforts a new edifice was erected and the membership enlarged. He then spent a year at Newton Upper Falls. In his present charge he is a faithful, appreciated, and constant worker.

THE CHURCH HOME.

The Church Home for destitute and orphaned children began in a small way in June, 1854. An Episcopal clergyman,

came in steadily and to such an extent that over fifty applications were refused for lack of accommodations. The trustees took the matter under serious consideration, and the year 1860, saw more acceptable changes taking place, for the house on Charles street was not only purchased but a small building adjoining was made serviceable. Wealthy Episcopalians and others took an interest in the project. In 1864 land was purchased on the present site, and a building erected at an outlay of \$60,000.



THE CHURCH HOME.

the Rev. Dr. Charles Mason, rector of Grace church on Temple street, seeing the need of such a place made a beginning in this direction by hiring a house on North Russell street, where parents and children were admitted, food and clothing furnished, and rooms leased at low rents to the poor.

The work grew, and in the following year, a house on Charles street was rented for three years, and seven children were admitted. It was an undertaking destined to commend itself to the benevolent and the personality of Dr. Mason added much to its influence and popularity.

Applications for admission to the Home

This building still serves the interests of the Home. Many a child has been rescued from the street and placed here, and many a public man owes a debt of gratitude to the fostering care of this place. For many years, the Home was in charge of the Misses Dexter. Miss Martha Dexter died in 1896. The Misses Häusers, the present matrons, attained good results in the moral and mental training. Rev. A. E. George is the chaplain. The institution, from the work it accomplishes, has won public interest to a marked degree. The location at City Point is healthful, and the many bright children who are given homes there attend the public schools.

ADDENDA AND ERRATA.

Page 48, other societies Ancient Order Hibernians, Divisions 36, 57, 58, 60, 66 and 74; Knights of Columbus, Pere Marquette Council; A. O. U. W., Mount Washington Lodge, Degree of Honor; St. Augustine's Lyceum, noted for productions of drama and light opera; Mattapanock Club, composed of South Boston women; South Boston Aid Association; South Boston Protestant Association; social clubs, Ingomar, Golf, Tremont Cycle, South Boston Wheelmen and Social Cycle; political clubs, Jefferson (Ward 14), Monticello (Ward 15), Somerset, Tammany and Twenty-five Associates. Banks, add Mount Washington Coöperative Bank.

Page 50, Spanish war, other officers from South Boston, Joseph J. Kelley, major; Thomas F. Quinlan and James F. Walsh, captains; James A. Cully, Joseph J. Foley and William J. Casey, lieutenants.

Page 68, SS. Peter and Paul church, Rev. Charles A. O'Connor, curate.

Page 83, additional members South Boston Citizens' Association, James A. Devine, Theo. Baert, John H. Clifford, C. B. Gillespie, R. W. Gloag, J. Frank O'Hare, J. J. Sullivan, Louis H. Vincent, I. H. Van Endem, Israel C. Wright.

Page 124, children of S. W. Johnson,—Horace Samuel, Carrie Provan and Alvin Amos.

Page 127, Capt. Elijah H. Goodwin instead of Elijah J.

Page 196, George M. Krey, son of Henry, instead of George M.

Page 218, Rush Bros. should read provision business in West End instead of West End Street Railway, Reuben, secretary not chairman Ward 15 committee.

Photographs made for this book by George N. Cassill not credited under reproductions, Broadway from G street, District Court House, East Fourth street, Dorchester Bay and Iron Pier from Lifesaving Station. Marine Park, Head House, the great Iron Pier from the Head House, Farragut statue, public school buildings, Hawes Unitarian, Dor-

chester Street Methodist Episcopal, Fourth Presbyterian, Grace Episcopal, City Point Methodist and Church of the Redeemer, Carney Hospital and Church Home, portrait of Rev. George J. Patterson, Dr. W. J. Gallivan, W. H. and James J. Murphy, John Hogan and J. H. Corney.



Photo, Cassill. THOMAS F. WALSH.
(SEE PAGE 160.)



JOHN S. GODFREY.
PRESIDENT LAWRENCE SCHOOL ASSOCIATION.



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SOUTH BOSTON CITIZENS' ASSOCIATION COMMITTEE OF GREAT 125TH ANNIVERSARY CELEBRATION
OF EVACUATION DAY, MARCH 18, 1901.

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